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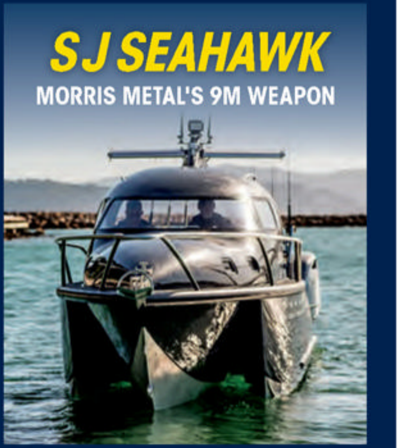

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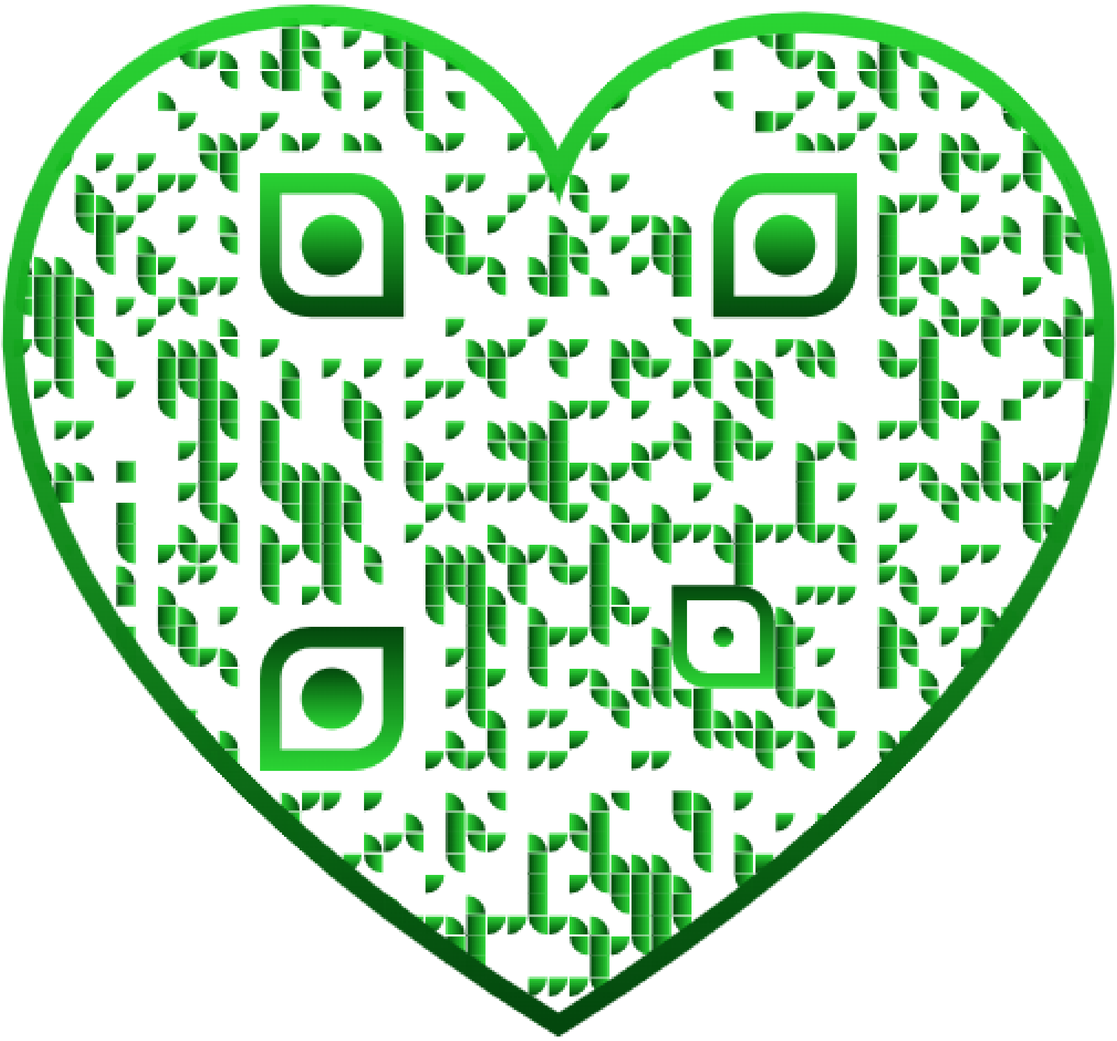

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# EDITOR'S NOTE

## Boating buzz

The City of Sails has been buzzing this last week in anticipation of the coming weekend's SailGP event. With practice days through the week, press conferences, and team members wandering the streets of the city, eating and drinking at local hospitality venues, and shopping in local stores, there's been a lot of excitement in town.

For the last couple of weeks, it has been impossible to miss the waterfront grandstand, which seemed to spring up to a very impressive height in a matter of days. It will afford great viewing of the racing action, which takes place right in downtown Auckland, or at least in that narrow section of harbour between the harbour bridge and the container terminal. Each race will finish in front of the grandstand, just metres away from the spectators seated there.

SailGP kicks off this year's Moana Festival, which encompasses a whole range of water-focussed events, including the Anniversary Day Regatta, the PIC Harbour Classic and the Auckland Boat Show, to name a few.

Auckland Boat Show organisers are confident 2025's event, March 6th-9th, will surpass 2024's in quality of exhibits and number of exhibitors and public attendees. The venue, with moored boats filling Viaduct Harbour and trailer boats, marine electronics, equipment and services suppliers inside and outside the Events Centre, is second to none, making this show unique in New Zealand.

*Boating NZ* magazine has been media partner and sponsor for the Auckland Boat Show since its inception. The magazine also sponsors the Antiques and Classic Boat Show, March 1 and 2 at Lake Rotoiti, Nelson Lakes, which is celebrating its 25th anniversary.

And while it's true SailGP Auckland will be behind us by the time this magazine goes on sale, the burst of energy and excitement the event brought to the city – and to the boating scene in general – has to have had a positive effect. What a great way to kick off a new year in boating!

**John Eichelsheim**
Editor

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**BELOW** Some of the fleet preparing to practice on January 12.

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## 022 RMX444 foiling powercat

An exciting new foil-assisted powercat, a collaboration between designer Scott Robson and renowned sailor Matt Mason, was recently completed by Allspec Marine in Nelson. Boating New Zealand joined the vessel for the last leg of its delivery voyage.

BY **ROGER MILLS**

## 046 JP Craft Code 9.8 RIB

Jonathan Edgar of Auckland-based JP Crafts has been hand-crafting bespoke vessels at its facility in Wairau Valley for nearly a decade. Together with his father Phil Edgar and design guru Nicky Malcon, they head a team of designers, boatbuilders, project managers and other specialists to bring their clients' visions to fruition.

BY **NORMAN HOLTZHAUSEN**

## 066 Morris Metals *S.J Seahawk*

Featuring a 9.7m stepped tri-hull, an aerodynamic cabin top and deck, and a pair of Suzuki DS350s, Wellington-built *S.J. Seahawk* pushes the boundaries of trailer-boat capabilities.

BY **KEVIN CUDBY**

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There comes a time in an aging yachtie's life when billowing sails and stiff breezes aren't quite as alluring as before. Blame it on creaking bones, fading strength, a dodgy ticker – whatever. Power launches become very appealing. Best to switch discreetly and with dignity
BY **LAWRENCE SCHÄFFLER**

**054 Sea-Doo FishPro line-up 2025**
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BY **SUPPLIED**

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Our summer cruise was postponed by those gales. When we finally got away, we discovered a haven that made it all worthwhile.
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BY **SUPPLIED**

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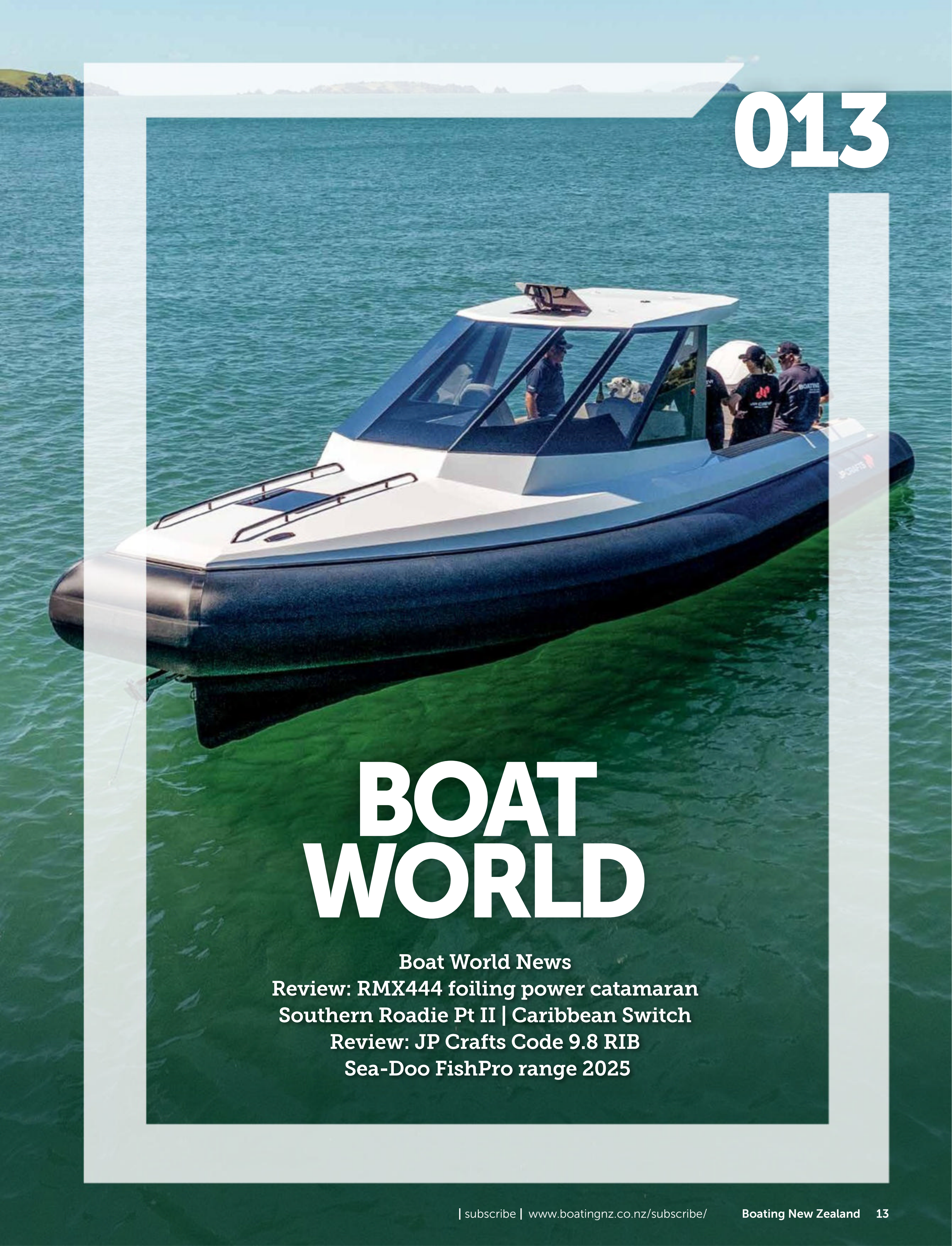

## 013

# BOAT WORLD

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Southern Roadie Pt II | Caribbean Switch
Review: JP Crafts Code 9.8 RIB
Sea-Doo FishPro range 2025

# ANTIQUES AND CLASSICS WEEKEND

Once again, lovers of old boats have an opportunity to indulge in a long weekend of glorious hydromatic relaxation at St Arnaud in the Nelson Lakes National Park, for this year's NZ Antique and Classic Boat Show (NZACBS) at Lake Rotoiti.

It's going to be a special celebration for participants and organisers alike as it's the 25th show, marking a quarter of a century of classic boating fun at lake Rotoiti. The show is set for the weekend of March 1 & 2, and as is usual, many boaties have indicated they're going to turn up a bit early and maybe stay a bit longer – a great idea, and a growing trend!

Visitors might like to consider making an extended holiday out of it and add in a bit of mountain-biking, some exploration of the Nelson Lakes National Park or a few visits to our famous 'top of the south' vineyards and art galleries?

For the classic boats enthusiast, there's no need to wander further afield than the shore of Lake Rotoiti where the Classic Boat Show takes place. There will be the usual range of boats, from clinker-builds and veteran wooden yachts to old race boats, jet boats and fibre-glassics from the 1960s and '70s.

The 25th NZ Antique and Classic Boatshow will not only be a great celebration, the number and quality of craft presented will doubtless continue to grow this year. Judging will take place on Saturday, ahead of an evening awards ceremony at the Alpine Lodge. This year, in conjunction with *Boating New Zealand* magazine, The NZACBS Team will be awarding a prize for the best original retro boat.

**Details are on the website, as are entry forms: www.nzclassicboats.com**

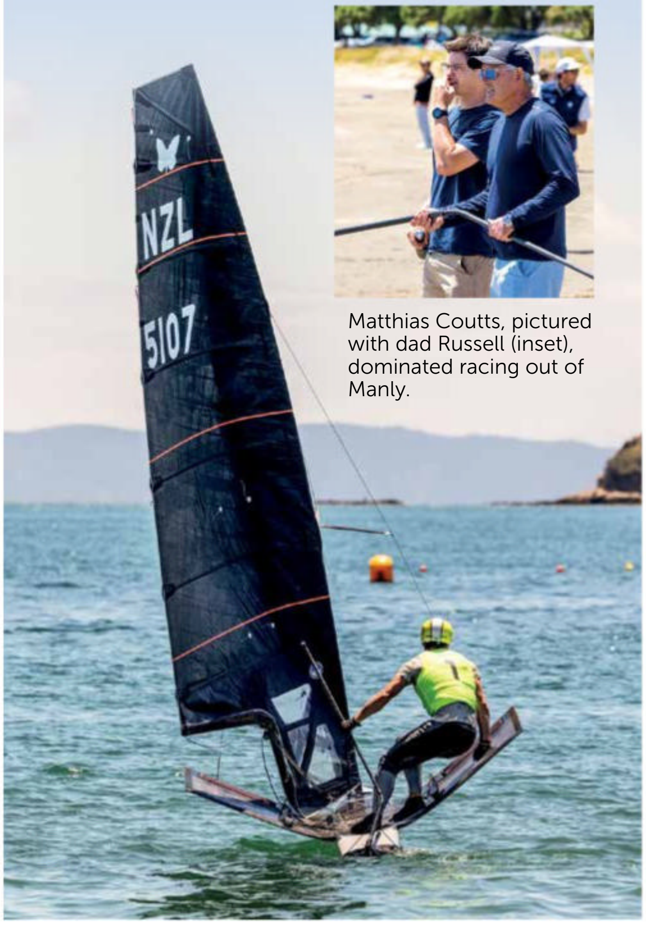
...it's the 25th show, marking a quarter of a century of classic boating fun at Lake Rotoiti.

Classic racing hydroplanes were a feature of last year's show.

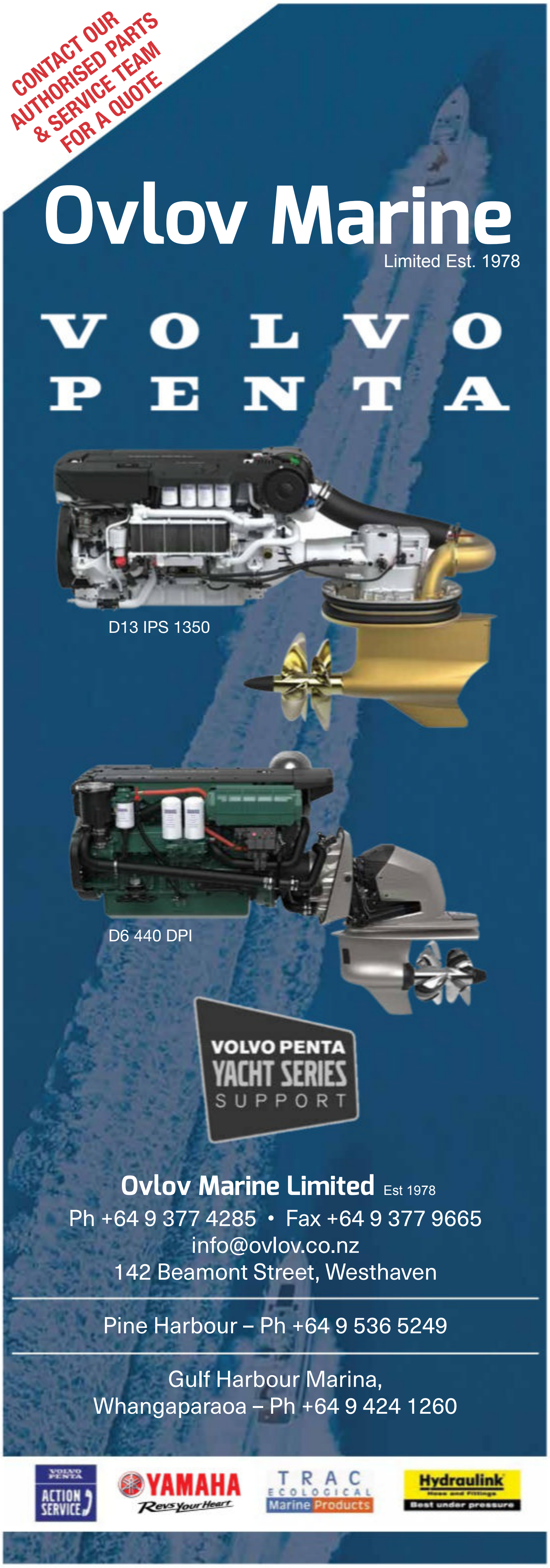
# COUTTS WORLD MOTH CHAMPION

Mathias Coutts, son of legendary Kiwi Olympic and America's Cup sailor Russell Coutts has won the Predictwind 2024 World Moth Champion title, with a consistent string of top five places in the four races sailed on the final day. It is his first world title.

The International Moth Worlds Regatta was held between December 30 and January 9, hosted by Manly Sailing Club and attracting foiling sailors from all over the globe. Seventeen qualifiers and finals races were sailed with Coutts the only sailor out of 74 entrants in the fleet not to finish a race outside the top ten. He had one DNS after hitting a submerged object and damaging his foil.



Matthias Coutts, pictured with dad Russell (inset), dominated racing out of Manly.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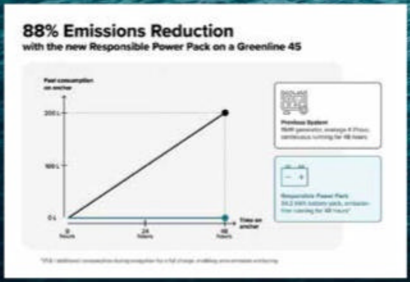


Greenline Yachts is offering alternative solutions to the old generator paradigm. The New Responsible Power Pack technology, a combination of bigger battery package and alternators, allows lower emissions without any compromise on the way the yachts are used.

Among the other benefits all boats will now offer at least 48 hours of silent battery power at anchor or alongside the dock. Owners can run the entire house (including aircon full blast) and make the most of their home on the sea without the noise, vibration and smell of a generator.

Instead of a generator, Greenline will fit a high-powered alternator that can take power from the engine to recharge a large lithium battery bank. The yacht can arrive at its destination with full batteries, ready for days of silent operation at anchor. When energy is used efficiently, the autonomy of the yacht can be extended for days by using solar power to cover loads such as induction cooking and lighting.

The move will particularly fit those owners who still opt for a conventionally diesel powered Greenline yacht. They will no longer need a dedicated generator.

For example, the Greenline 45 has needed an 11kW generator to cover stayaway loads, consuming four litres of fuel per hour. The generator often runs constantly to power the air conditioning unit, with fuel consumption totalling nearly 200 litres for a 48-hour period at anchor.

Fitted with the new Responsible Power Pack, it would require just nine hours of motoring to fully recharge the 34.2kWh batteries, giving emissions-free power on board for more than 48 hours.

To produce 6kW of power, the alternator places additional load on the engine which does marginally increase fuel consumption for that period. However, when compared side by side, the new system slashes liveaboard emissions by up to 88 per cent.
**www.greenlinehybrid.com**

# LAKE BRAEMORE: WAIRARAPA'S NEWEST BOATING LAKE

An irrigation lake is the Wairarapa's newest watersports venue. Situated 35 minutes east of Masterton, Lake Braemore has deep water suitable for jet-boating, water-skiing, kayaking, and sailing.

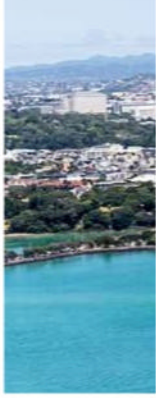
Developed by Wairarapa farmer and jet-boater Len French, the 25-hectare Lake Braemore complex includes campervan parking, two lakes with launching ramps, 3 km of walking tracks, wetlands, and a wildlife refuge. The 13-hectare irrigation lake is 600 metres across its longest dimension, and 10 metres deep when full.

We visited on an overcast November day when jet-boaters from around Jet Boating New Zealand's Central Districts were testing a slalom course. This place works well for both spectators and drivers. The grassed peninsula provides close-up viewing of almost the entire lake. Drivers weaving through the close-spaced buoys were grinning from ear to ear.

Len's main objective in developing Lake Braemore was to irrigate part of his farm. Several experts told him his proposal was not consentable. Len pulled together a team that came up with a vision that fit in with regional council regulations. Construction began in late 2021. The irrigation scheme has been operating since late 2023. Obtaining consents cost more than $400,000.

The Wairarapa has very few sheltered waterways. Some are off-limits to powerboats, or too shallow for sailboats. With deep, unobstructed water and excellent viewing for spectators, Lake Braemore will be a welcome addition to boating opportunities in the Wairarapa.

**The complex opened to the general public on Christmas Eve 2024. Prospective users are advised to check the website for fees and conditions www.lakebraemore.co.nz**



# THE PIC HARBOUR CLASSIC: BRINGING ITALY'S BARCOLANA TO AUCKLAND'S WAITEMATĀ

When the America's Cup was happening in Barcelona, introducing an Auckland race inspired by the Barcolana Regatta understandably sparked some confusion. Many assumed 'Barcolana' was either a mispronunciation of 'Barcelona' or perhaps a sign of too many post-race rums! But the Barcolana Regatta is something entirely different – an iconic Italian sailing event that now inspires our own event, the PIC Harbour Classic, right here in Auckland.

The Barcolana Regatta began 55 years ago in Trieste, Italy, with just 51 boats. Today, it's a global phenomenon, attracting thousands of boats and even holding a Guinness World Record. Drawing from the spirit of this legendary race, the New Zealand Multihull Yacht Club has brought a similar event to the City of Sails.

Now in its third year, the PIC Harbour Classic has become more than just a yacht race; it's a celebration of Auckland's maritime heritage and vibrant harbour. The second year marked a milestone, as the PIC Harbour Classic joined Moana Auckland, an annual ocean festival held over six weeks, which is happening this year from 27 January to 9 March. Now, the PIC Harbour Classic is on its way to becoming a fixture on the sailing calendar, attracting seasoned sailors, weekend enthusiasts, and spectators alike.

**A LEGACY OF PARTICIPATION**

New Zealand has long been a global sailing powerhouse, with icons like Russell Coutts and Brad Butterworth making waves internationally. Lesser-known but equally remarkable is businessman Neville Crichton, who won the Barcolana Regatta five times in the early 2000s.

In 2003 and 2004, Crichton's *Alfa Romeo* claimed Line Honours, with four-time America's Cup winner Brad Butterworth as tactician. By 2006, *Alfa Romeo* was again triumphant, dominating Mediterranean races.

Russell Coutts made a false start with his Rc44 in 2007, but he didn't seem concerned, and he happily stated that it was the most captivating regatta he had ever seen.

In 2008, *Alfa Romeo* crossed the finish line first yet again, as the Barcolana grew into a major media event, attracting top teams and sponsors.

It's this unique blend of competition and camaraderie that the NZ Multihull Yacht Club brings to Auckland through the PIC Harbour Classic.

**WHY AUCKLAND?**

The choice to host a Barcolana-inspired event in Auckland reflects our city's standing as the 'City of Sails.' With its beautiful harbour and rich maritime legacy, Auckland is the ideal setting for a race that celebrates not just competition, but the broader culture of sailing. It's a natural fit within the Moana Auckland Festival, a celebration of the city's connection to the ocean.

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**DON'T MISS THE ACTION**

The 2025 PIC Harbour Classic , taking place over the weekend of 28th February to 1st March, promises to be the ultimate sailing event of the season. The yacht race is a 14-nautical-mile sprint starting at North Head and weaving through the picturesque East Coast Bays before returning to the harbour.

Spectators can witness the Waitematā Harbour come alive with vibrant sails and energy from iconic vantage points like North Head and the East Coast Bay beaches, providing breathtaking views of the action.

For competitors, the event offers a full weekend of activities, including a welcome party, the main race, and a prizegiving celebration. As an extra highlight, Saturday night features a live concert by Six60, part of the Moana Auckland Festival.

At $50, entry is accessible to all, plus $10 from every entry goes directly back to local sailing clubs, reinforcing the event's commitment to supporting grassroots sailing

**www.harbourclassic.co.nz**
**www.aucklandnz.com/moana**

The PIC Classic takes place over the weekend of 28 February to 1 March.

# TRAGEDY, RETIREMENTS AND TRIUMPHS

The official prizegiving for the 2024 Rolex Sydney Hobart Yacht Race offered a poignant conclusion to an edition marked by tragedy and defined by resilience. The race was marked by tragedy, with the death of two sailors following accidents on two different yachts – *Bowline* and *Flying Fish Arctos* – on the first night.

A memorial service was held for the two sailors, Roy Quaden and Nick Smith ahead of the prizegiving and the Cruising Yacht Club of Australia (CYCA) managed the two incidents with professionalism and compassion, all the while making sure the remainder of the fleet continued to safely progress along the course. The club remains in close contact with the two crews and their families.

All competing crews confronted myriad challenges and a range of weather conditions throughout the 628-nautical mile race.

The 79th edition of the Rolex Sydney Hobart was one of contrasts. The spectacular Sydney sunshine at the start preceded a punishing leg down the New South Wales coast where the sea state lent no respite.

A significant weather transition on the approach to Tasman Island then blocked many crews before they could enter the Derwent River. Having experienced boat speeds consistently above 20 knots, the task quickly turned to finding enough wind to propel their yachts forward. As one competitor commented: "The Rolex Sydney Hobart

# RNZYS MATCH RACING SUCCESS

The Royal New Zealand Yacht Squadron's (RNZYS) Nick Egnot-Johnson and his Knots Racing team of Jack Frewin, Zak Merton & Chris Main secured the silver medal at the 2024 World Match Racing Tour Final, held late last year in Shenzhen, China.

Egnot-Johnson showcased exceptional skill and determination throughout the competition, culminating in a hard-fought final series, that went to six matches. The team faced some of the world's best match racers, including a challenging semi-final against France's Ian Garreta.

The final match was fought in a thrilling first to three series against Great Britian's Ian Williams who also had an RNZYS member, Jon Gundersen, crewing aboard his Manuport Logistics team.

Egnot-Johnson won the first race against Williams, but the British sailor bounced back with two wins, putting him one race away from the title. Egnot-Johnson won the fourth race, leading to a decisive fifth race. During the fifth race, both sailors incurred penalties after a dramatic windward mark rounding. Williams crossed the finish line first, but a post-race hearing penalized him 0.75 points for damage, necessitating a sixth race. Williams then dominated the final race, securing his record breaking eighth Match Racing World Championship.

The World Match Racing Tour Final in Shenzhen featured intense racing conditions, with a very light start to ending on gusty winds and close finishes. Egnot-Johnson's team demonstrated the ability to perform under pressure and adapt to challenging conditions.

As the skipper of KNOTS Racing, Nick Egnot-Johnson has led his team to numerous victories on the international stage. Some notable achievements include winning the 2022 World Match Racing Tour Championship and being a three-time New Zealand Match Racing National Champion. His team has consistently ranked among the top match racing teams globally, earning recognition for their determination and teamwork, with many of the core team sailing together since their time in the RNZYS Youth Training Programme.

In a separate Women's Worlds Match Racing event in December, RNZYS's Megan Thomson and her 2.0 Racing crew—Josi Andres, Anna Merchant, Charlotte Porter, and Tiana Wittey—claimed an impressive second place at the 2024 World Sailing Women's Match Racing World Championship in Jeddah, Saudi Arabia.

The event, which took place over four days, included three round robins, semifinals, and a final raced in Fareast 28 keelboats with six teams taking part.

Thomson, a Mastercard Youth Training Programme graduate, finished the round robins in third place, advancing to the semifinals where she faced world number two, Anna Östling in a thrilling best-of-five series. Despite not taking a win from Östling in the round robin stage, Thomson triumphed 3-2, securing her spot in the final.

In the final, Thomson and her team faced world number one and reigning champion, Pauline Courtois. While Thomson and her team put in a strong performance, Courtois proved dominant throughout the regatta and secured the title with a 3-0 victory, finishing with a perfect 100%-win rate across the event.

RNZYS remains committed to supporting its sailors and promoting the sport of match racing both locally and internationally.

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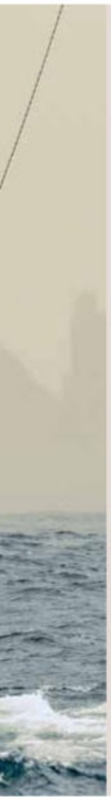

is the only race in the world that has four races in one!"

The race's two main prizes were awarded to *Celestial V70* as the overall race winner and to *LawConnect* for line honours.

By the official prizegiving, of the 104 race starters, some 68 had completed the course while 30 were forced to retire, primarily through equipment damage, an ever-present risk when racing offshore. Six crews were still racing.

The forecast ahead of the race suggested the conditions would likely favour the larger boats in the contest for overall victory. So it proved. Second over the finishing line, *Celestial V70*, an ocean racing design perfectly suited to the extended period of fast running, would set a benchmark corrected time which no boat could beat. The 71-foot (21.5 metre) entry was skippered by Dr Sam Haynes, who became the third acting CYCA Commodore to win the race, the others being Merv Davey's *Tradewinds* (1949) and *Pacha* (1970) sailed by Sir Robert Crichton-Brown.

For Haynes it is a second victory in three years after success onboard his TP52 *Celestial* in 2022. The talented 15-strong crew included tactician Robert Greenhalgh who has the distinction of four Rolex Sydney Hobart victories from five attempts.

Line honours for the second straight year went to Christian Beck's *LawConnect*, which lit up the initial exchanges in an animated Sydney Harbour. When chief rival *Master Lock Comanche* retired following main sail damage on the first night, the predominantly professional crew remained steadfast in ensuring the 100-ft (30.5m) racing maxi remained robust until the finish line.

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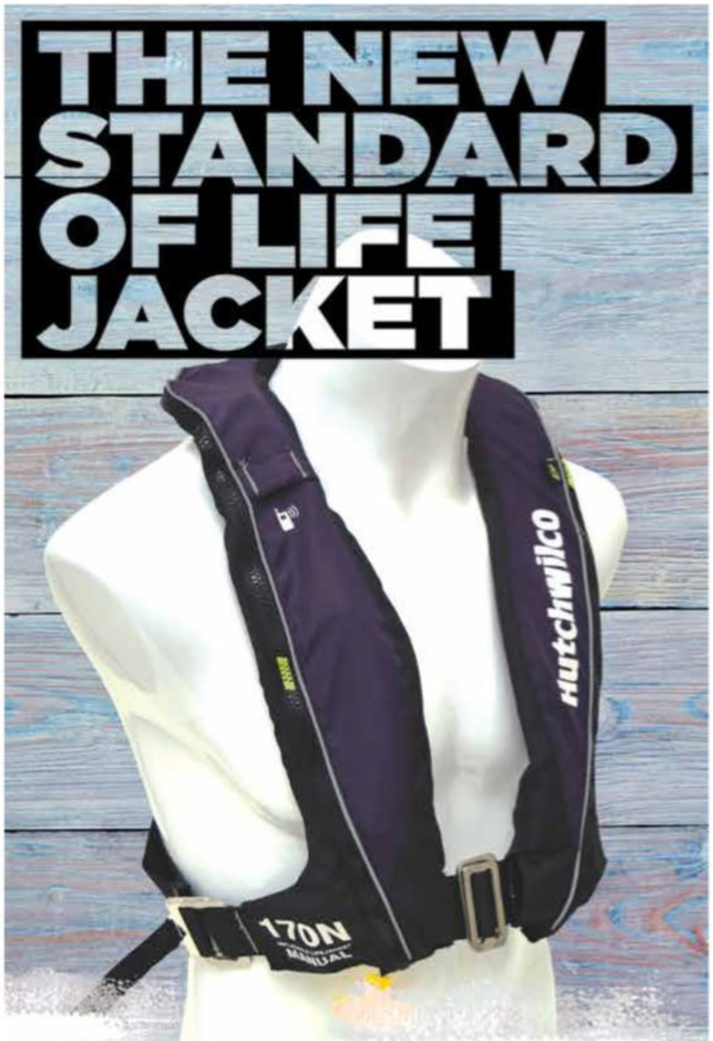

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# OBITUARIES

## Chris Robertson 1927 – 2024

Many in the marine industry were saddened to hear of boatbuilder Chris Robertson's passing on December 9, 2024. A long-time, highly respected boatbuilder and designer, Robertson's connections to the Auckland yachting community can be traced back to his mother, Betsey, the sister of boatbuilders Roy, Fred, and Mike Lidgard.

Robertson began his boatbuilding apprenticeship with his uncle Roy Lidgard in 1942, spending most of it with Associated Boatbuilders building and maintaining boats for the war effort.

A skilled sailor, yacht designer and boatbuilder, Robertson, in his designed and built X-Class *Amethyst*, won the 1950 Sanders Cup.

After the war, Robertson worked for Col Wild. His first job was building the first K-class keeler, *Helen*, for her designer, Bob Stewart. He subsequently built two more K-class keelers, *Kitenui* and *Doletta*.

After building houses for a period, Robertson spent two years with Jim Young, followed by stints with John Burns and Fosters. He returned to boatbuilding by teaming up with his good friend, the late Brin Wilson.

Robertson's first keelboat design and build contract was the 10.3m cruising keeler *Tamaris* for Don Wintle. Robertson went on to design and build a series of beautiful timber yachts, including *Susan Jane, Spectrum, Velsheda, Tara III, Optimum, Panache, Tangent, Plane Jane, Baroness, Quando, Pastiche* and *Concept*. He also built two Bruce Farr designs, the one-tonner *Jenny H* for Ray Hasler and the 12.2m *Monique* for Jim Dowell. Additionally, Robertson designed and built several launches, including *Natalie B, Karamoana, Maseka* and *Waimiga*.

In 1983, the Robertson family purchased 10ha of riverfront land on the Mahurangi River just outside Warkworth. Robertson retired two years later, leaving his sons Conrad and Martin to continue the business. They have since separated and run independent operations.

Robertson, married to the late Katherine, is survived by his children Martin, Helen and Conrad; their respective partners Julie, Michael and Sarah; eight grandchildren; and nine great-grandchildren.

**– John Macfarlane**

## Dick Marquand 1948 – 2025

The fishing community has just lost a giant of a legend in Dick Marquand. He was at various times a professional sportfishing guide, fishing writer, fishing reporter/columnist and fisheries advocate.

Dick was well respected by anglers from all corners of the planet. It was as if his role in life was to introduce as many people to flyfishing as he could – and he did. He was such a giver and generous to a fault.

When I was with Dick I felt like I was with David Attenborough, such was his phenomenal knowledge about and love for nature. He gave me an appreciation of nature which has proven priceless.

On one adventure on the water a pod of orca surfaced 30 metres from us and started flipping eagle rays off the bottom into the air and catching them in their wide open mouths. It was a sight to behold.

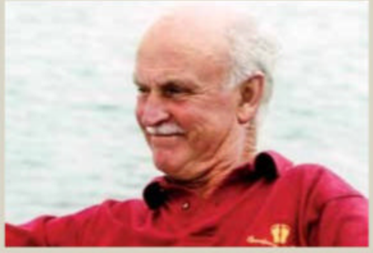
In recent years Dick had caught and released over 200 kingfish whilst wading the 'flats' of Tauranga Harbour, an achievement that likely will never be bettered. His biggest kingfish was 22kg on a flyrod.

I was so privileged to have had such a loyal and genuine friend, qualities he extended to all of his many friends.

RIP Dick and thank you so much for everything.

**– Dave Miller**

## Terrance (Terry) Cookson 1932 – 2024



Born in 1932 in Merseyside, England, Terrance (Terry) Cookson completed a shipwright apprenticeship in nearby Liverpool. After finishing his apprenticeship, Cookson joined the Merchant Navy as a shipwright, travelling to the Middle East, Asia, Indonesia, and Auckland.

Enchanted by Auckland, Cookson, then 23, emigrated here in 1956 with his wife Emily and their two young children, Susan and Michael (Mick).

After working at the Naval Dockyards in Devonport for two years, Cookson built houses before designing, constructing, and selling several ferro-cement hulls.

Following this venture, he completed a 12m launch for GRP construction. By the early 1970s, Cookson had built more than a dozen 12m GRP hulls and decks for others to finish.

In 1974, Terry and his son Mick founded TP Cookson Boatbuilders, predominantly building timber boats. Their big break came in 1977 when they were commissioned to construct the Bruce Farr one-tonner, *Smir-Noff-Agen*, which competed in the 1977 OTC, the Southern Cross Cup, and the Sydney Hobart.

On the strength of this success, TP Cookson received orders for three ¼ tonners for the 1979 ¼ ton Worlds, which finished second, third, and fourth. From then on, TP Cookson became one of this country's leading race yacht builders.

Some well-known TP Cookson-built race yachts include *Swuzzlebubble, Propaganda, Shockwave, Exador, Pacific Sundance*, and *Geronimo*. The last three were built for the 1984 Southern Cross Cup (SCC), which New Zealand won. TP Cookson-built boats secured five spots in the top 10 at that SCC, solidifying their reputation as international boatbuilders.

For the 1991 Admiral's Cup, TP Cookson constructed 30% of the fleet—three yachts for the Italian team, two for the Kiwis, two for the Japanese, and one each for the USA and Ireland. During the mid-1990s, TP Cookson built eight 50-foot race yachts.

Cookson took on a more administrative role during the 1990s, and Mick bought him out of the company in 2004.

Cookson's wife, Emily, predeceased him. He is survived by his children Susan, Michael (Mick), Helen, Jo-Anne, Gillian, Carol, and Paula; their partners; 18 grandchildren; and eight great-grandchildren.

**– John Macfarlane**

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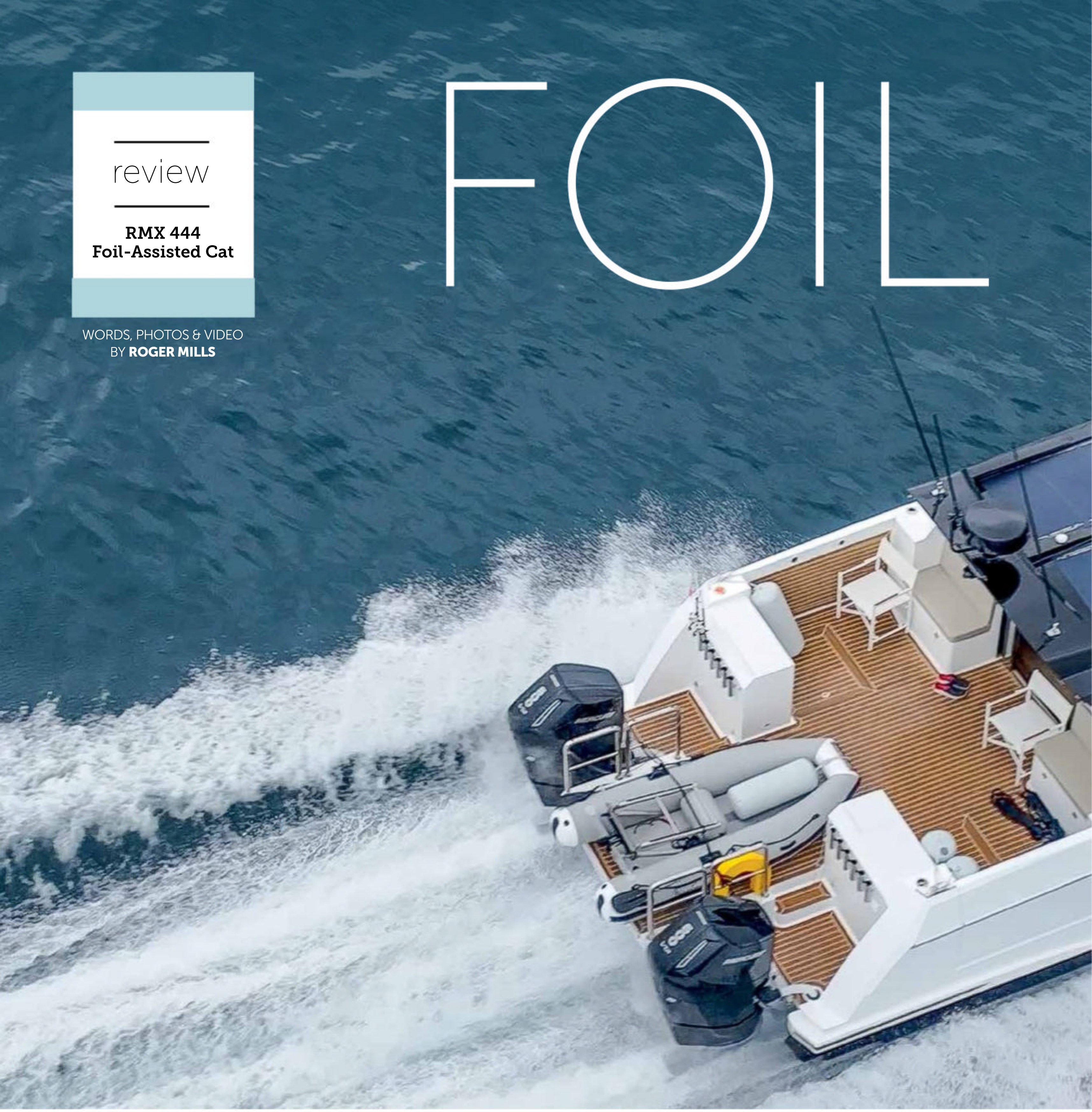
review

## RMX 444 Foil-Assisted Cat

# FOIL

WORDS, PHOTOS & VIDEO
BY **ROGER MILLS**



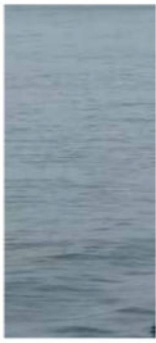
As we drove over the mist-shrouded Coromandel Ranges, I suspected it was going to be an eventful day. Brett Paterson and I had left Auckland at 4:00am to make Whitianga by 7:00am to meet up with a brand-new Scott Robson-designed foil-assisted powercat – model RMX 444.

444 is the length in feet and every one of them was needed to accommodate the owners' detailed requirements: speed, economy, and fit for purpose; elegantly specified as suitable for grandkids and fishing; and, oh yes, styling that was distinctive.

We pulled up to the Whitianga Wharf right on time with *About Time* gently pulling on her lines against a rapidly incoming tide.

*About Time* was part-way through her first major trip after being built in Nelson by Allspec Marine. The owner and Project Manager Matt Mason were hopping up the coast in manageable bites. The previous day they had travelled around East Cape from Napier, making Whitianga for refuelling and a good night's rest.

They were in great spirits and ready to get underway for our



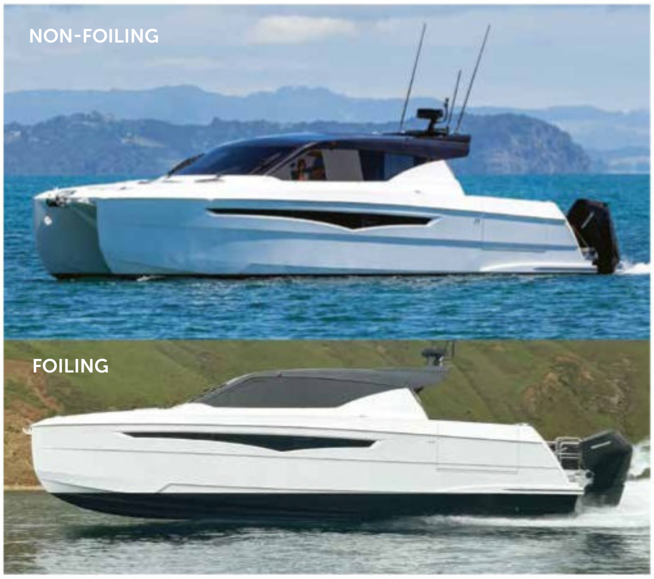
# FLYER

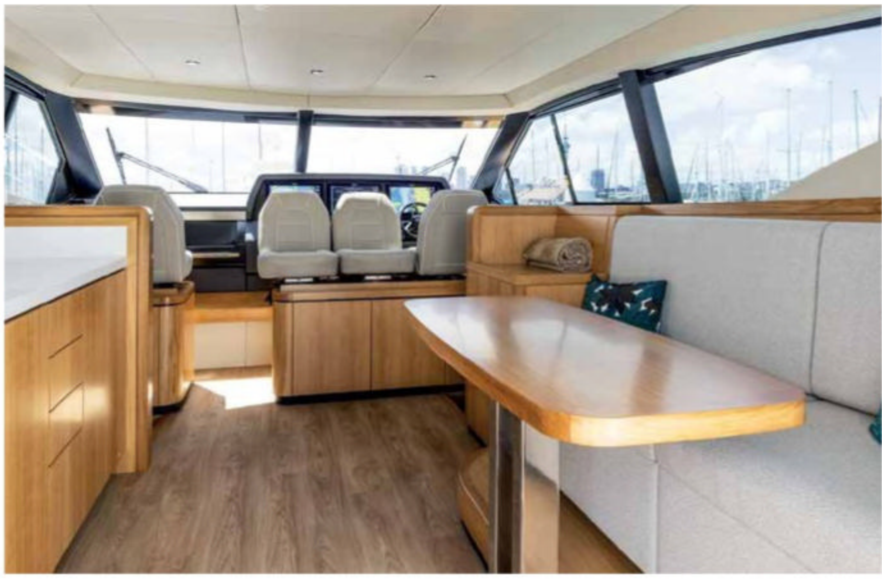
An exciting new foil-assisted powercat, a collaboration between designer Scott Robson and renowned sailor Matt Mason, was recently completed by Allspec Marine in Nelson. *Boating New Zealand* joined the vessel for the last leg of its delivery voyage.

trip round the end of the Coromandel Peninsula and into home port Auckland. The boat looked purposeful and futuristic in a slightly understated manner: black cabin on top of white hulls, nice curves, and eyebrow-like hull windows to break up the hull height. The boat's hull chines just visible.

She also looks very well-proportioned and it's not until you see a person onboard that you get an idea of the scale of the boat. She's big! And she needs to have some size to match the twin 600hp Mercury outboard motors.

Drop-down doors in the cockpit sides made alighting easy from the





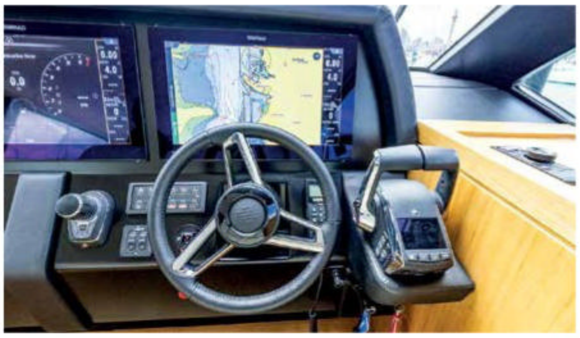
jetty when I loaded my camera equipment and some breakfast aboard. The wide cockpit is finished in Flexiteek and was very grippy in the morning dew. A Takacat tender was neatly stowed between the outboards, lashed to the stainless rails.

Inside the cabin, Matt turned on the Simrad instruments – three large 19-inch MFD displays glowing alongside the Mercury throttle controls. The motors started with a throaty roar before subsiding to a muted rumble, bubbles emanating from the exhaust. Ready to go, we cast off the lines, as an interested bystander took photos. Unfortunately, we left Brett ashore to drive the car back to Auckland, quipping that we'll probably beat him home.

The weather forecast was a mixed bag with some heavy rain forecast but little wind. The rain was meant to be early, so if we were going to get any good photos with the drone we had to get it up right away.

The boat streaked out of Whitianga, leaving a flat wash trailing behind as we headed clear of the Whitianga Airfield no-

**The boat streaked out of Whitianga, leaving a flat wash trailing behind...**



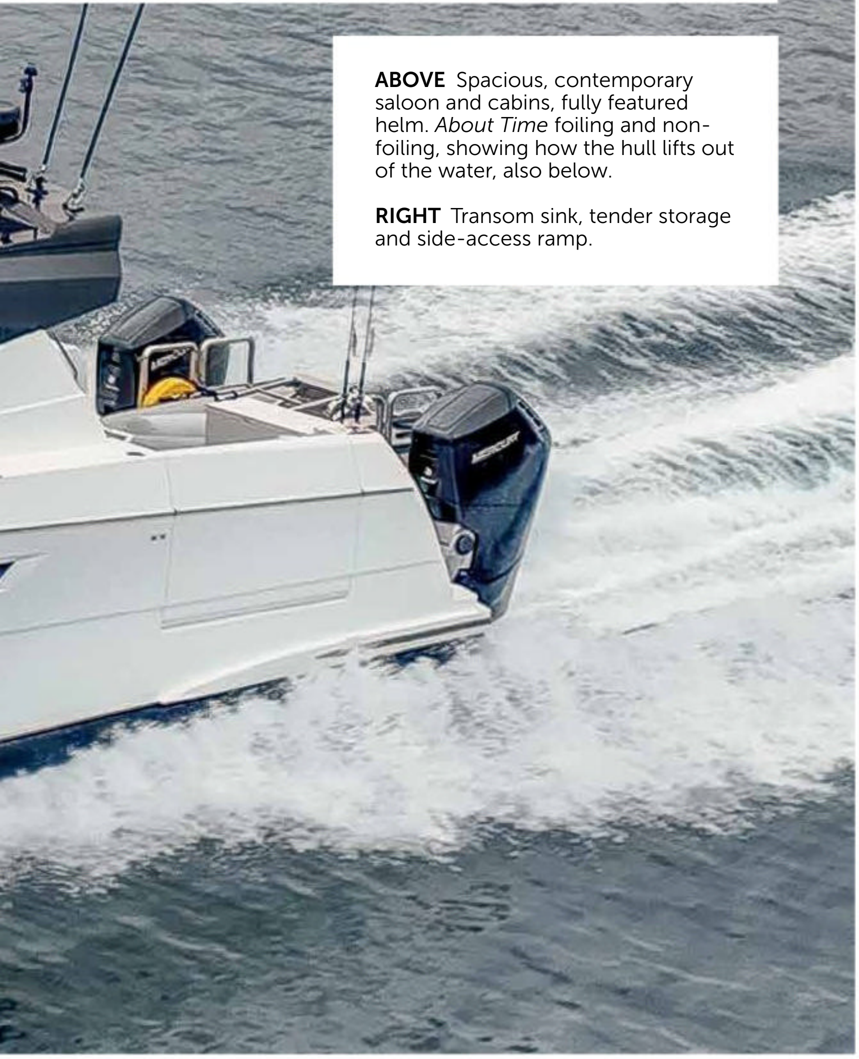
fly zone. Once aloft, I raced the drone ahead to capture the cat at speed. It looked all a bit surreal – a black and white futuristic craft on a painted ocean of grey with an ill-defined horizon. The only distinctive feature was the bright wash trailing behind the boat. But unlike a displacement boat's, this trail was devoid of waves and simply dissolved behind the boat.

The craft has a single machined titanium hydrofoil with vertical arms at each end attached to the hull. The foil can rotate around a pivot point driven by hydraulic actuators. This allows for fine adjustments to the angle of attack, which together with the hulls' trim tabs, can be adjusted to optimise the ride for the conditions. The foil can be fully retracted to prevent fouling.

Optimisation can be for either economy or speed and it's the same for the foil itself, with designs optimised for speed or economy. The owner has opted for economy since marginally more top end speed is not a priority for him. If you're travelling at 47 knots economically, then the ability to hit 50 knots is probably not that significant?

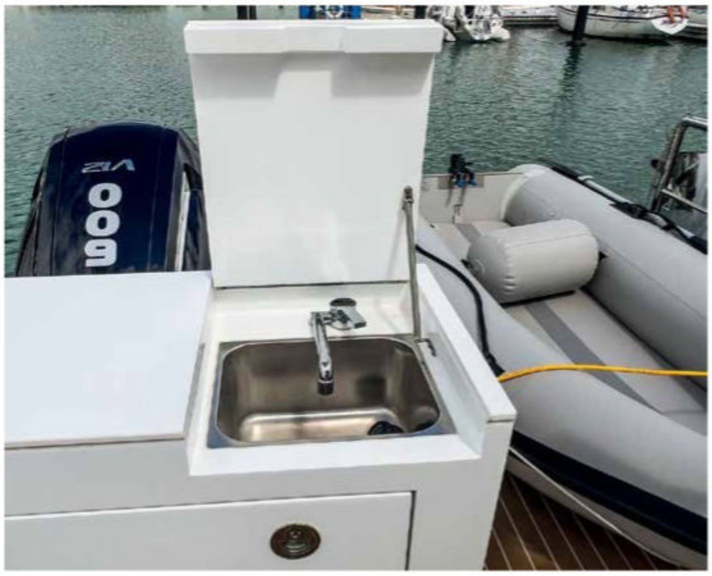
We had to slow down to the low 30 knots so the drone could keep up, and when Matt opened the throttles, the boat quickly pulled away. It made for a great over the horizon shot, but I was a bit worried about leaving the drone behind with a low battery.

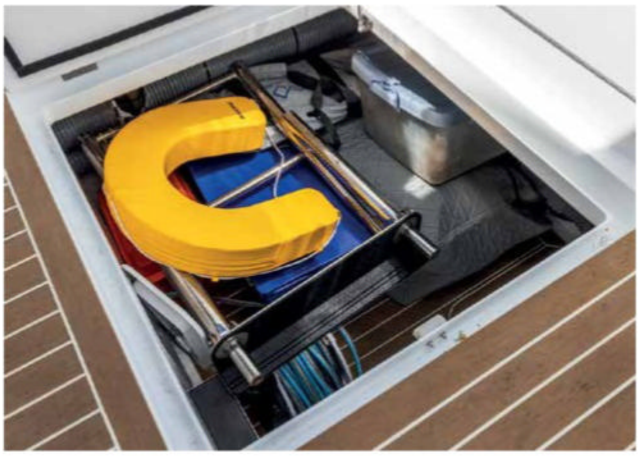
After the aerial photography we got down to setting a course up the coast and trimming the foil to get the best fuel economy. This coastal trip was part of the boat's commissioning and getting to grips with how all the systems worked. Calibrating the foil was not straight forward as a key sensor measuring foil angle was not yet operational, so good



**ABOVE** Spacious, contemporary saloon and cabins, fully featured helm. *About Time* foiling and non-foiling, showing how the hull lifts out of the water, also below.

**RIGHT** Transom sink, tender storage and side-access ramp.





old trial and error came into play.

Soon we were comfortably cruising at 35 knots. The sensation was like low flying – with the flat sea and the cloud and mist enveloping us, it felt quite weird. Like we were in our own world with no reference points to work out what direction we were headed. I needed a reassuring glance at the electronic chart to check we were actually on course and look at the radar to see the way ahead was clear.

The owner sitting in the port front seat had his eyes glued ahead looking for any foreign objects we might have to dodge, such as driftwood. This had happened a couple of times on the trip around East Cape.

Fuel consumption at 35 knots was 150 litres per hour (total from both engines). At 30 knots fuel burn is 130 litres per hour or 4.3 litres per nautical mile, so much the same as at 35 knots. The fuel tanks hold 1,900 litres which gives a 438 nautical mile range at 30 knots.

Underway the foil is always helping the boat, with an estimated peak lift of close to four tonnes. The boats hull rises approximately 300mm higher in the water than in non-foiling mode. The pictures at speed show this and this is no doubt the reason for the significant reduction in wake. Matt did a full circle turn at speed, and even with a tight turn, by the time we crossed our wake there was only flat water.

The outboard mounting has been designed to account for the changes in ride height and the propellers remain firmly embedded in good flow. At speed the noise of the outboards was minimal – we could have a decent conversation on the aft deck or inside with the cabin doors open.

In rougher weather while coming up the coast, Matt said the

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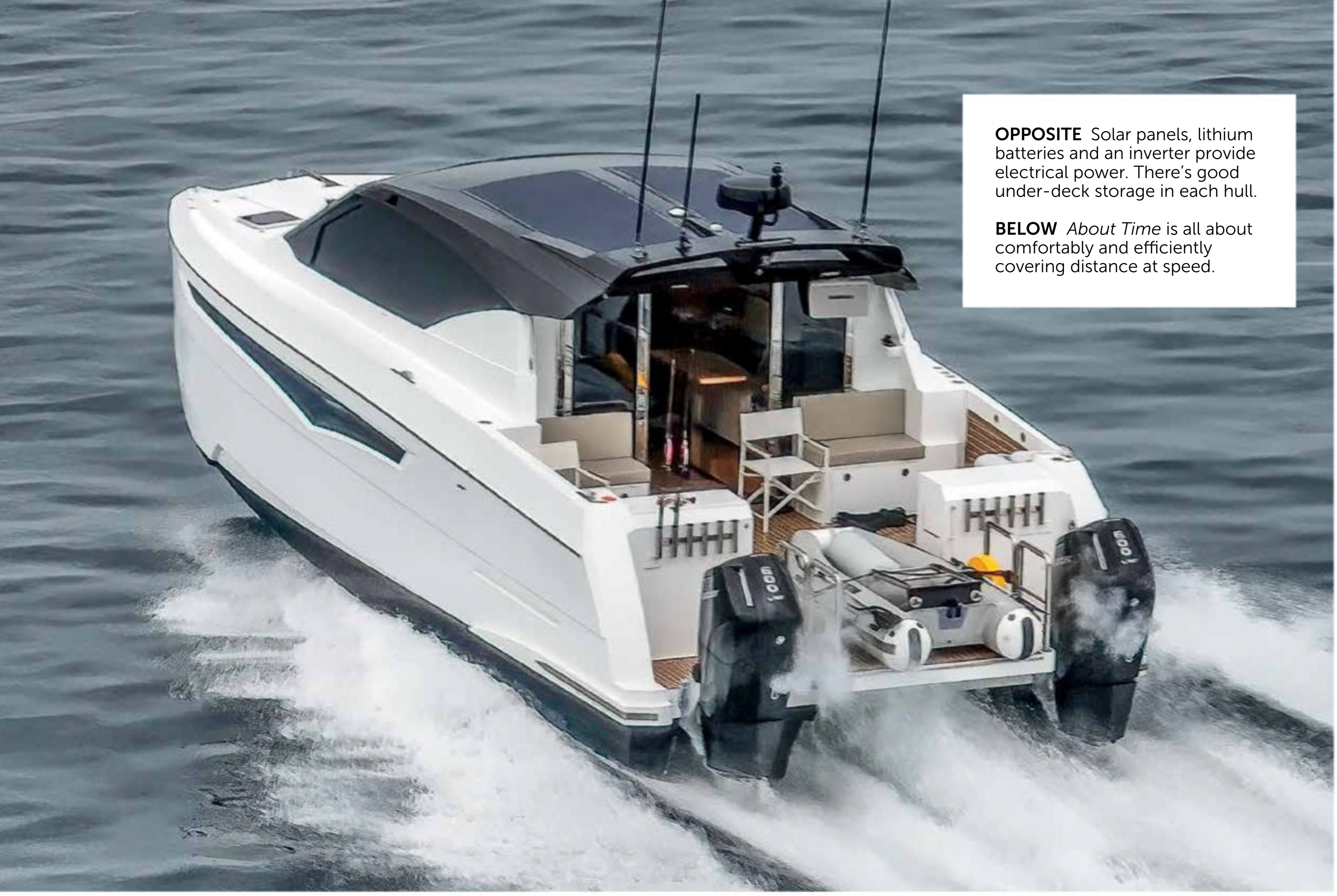

**OPPOSITE** Solar panels, lithium batteries and an inverter provide electrical power. There's good under-deck storage in each hull.

**BELOW** *About Time* is all about comfortably and efficiently covering distance at speed.

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> “I am happy, the boat is doing what I want!”

**INSET** The titanium foil between the hulls doing what it was designed to do.

**RIGHT** *About Time* making fast progress on her delivery voyage to Auckland.

boat performed well. He said you had to drive it more, altering throttle when faced with larger waves, but good average speeds were easy to maintain: “One metre 45° angled waves were no bother and speed was maintained at over 30 knots.”

## CONSTRUCTION

The boat is constructed of fibreglass and foam with some carbon in the high load areas. It has watertight bulkheads in the hulls below floor level in case of any collision damage forward. Structural engineering was by PURE Design and Engineering.

The black windows fit seamlessly into the cabin top structure and enhance the sleek profile. Allspec Marine’s fit and finish is first class, with a nice light oak timber interior. The helm seats are upholstered in leather and provide great views through the all-round windows. Vision from the helm is excellent, also to the rear through glass sliding cabin doors. Overall, the interior imparts warm modern vibes.

Switching is all CZone, which with the rain on our trip was put to good use operating the large sweep windscreen wipers.

Below to starboard is the owner’s cabin forward with connected bathroom aft. The owners’ cabin has a large double walk around bed and nice lighting giving the cabin a warm glow. The bathroom is very large with a full-size, nicely finished separate shower with easy-clean surfaces.

The port hull has two cabins, one with three bunks forward and another with a double berth aft. These provide plenty of accommodation for the grandkids and guests.

## ENGINES

I asked the owner why he chose Mercury 600hp outboards. He said that once they came onto the market it gave them the option to consider their use. There was a minimum horsepower requirement for the craft, which the Mercury’s met, and he preferred their relative simplicity and space saving compared to inboard motor options. In the rare case where an engine might need replacement then it was a simple job to swap them out. Also, their quietness was a big plus.

The motors tilt up fully clear of the water when on the marina.

## FOIL DESIGN

The foil design was by Paul Bieker. In the world of high-performance sailing, few names are more synonymous with speed than Bieker’s and he is a sought-after expert. The Bieker Moth was sailed by the top six contestants in the 2021 Worlds. He also consulted to Luna Rossa in the recent AC37 series.

The foils were modelled by Paul Bieker using CFD (Computational Fluid Dynamics) to understand how the hull and foils interact. Scott Robson was pleased to hear from Paul that his hull design and foil placement was spot-on – no changes were required. The foils systems were engineered by Neil Wilkinson and Kerry Jones from Axis Precision CNC Ltd in Warkworth did the foil machining.

With the boat having a dry weight of 9.5 tonnes – 11 to 11.5 tonnes fully loaded – the foil assist of up to four tonnes reduces the effective displacement by around 35%. Fuel economy is improved by 33% with foil assisted technology confirmed by the initial sea trials at Nelson without the foil fitted.

On the cabin top there is the neatest solar panel installation I have seen – 1100 watts in total, feeding the lithium-ion battery system. Charging is shared between the Mercury engines and the solar array – no separate genset is required and 240 volts is available through an inverter.

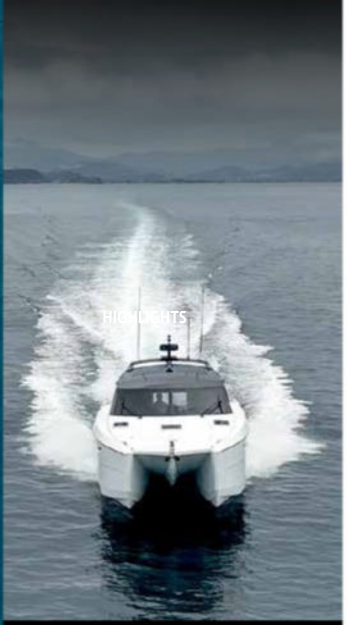
## SUMMING UP

Using experienced industry professionals working at the top of their game in boat design, foil design and construction gave the owner a great deal of confidence that the boat would perform as expected. The owner said some of his friends considered he was taking quite a risk, but he feels vindicated by the finished article.

Our trip along the coast quickly put any doubts to rest, with a performance that was on the verge of magical. And yes, we did beat Brett driving back to Auckland!

After his journey to get the vessel of his dreams, the owner gets the final word: “I am happy– the boat is doing what I want!”

*About Time* will be seen around the coast this summer. Keep an eye out for her, but be quick – she will likely disappear over the horizon in no time. BNZ



### RMX 444
### Foil Assisted Power Cat

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**HIGHLIGHTS**

- Fast, comfortable cruising in a range of sea conditions
- Fuel-efficient foiling design
- Striking modern styling
- Large cockpit for Kiwi boating

**SPECIFICATIONS**

**loa** 13.6m
**beam** 4.6m
**draft** 0.6m
**displacement** 11,500kg
**engine** 2 x Mercury 600hp outboards
**fuel capacity** 1,900 litres
**water capacity** 200 litres
**accommodation** 3 cabins, 6pp
**cruising speed** 35 knots
**max speed** 49 knots

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feature

South Island roadtrip Part 2

# SOUTHERN SUMMER ROADIE

## PART 2

WORDS AND PHOTOGRAPHY BY **TOM FRASER**

In the second part of his story recounting a southern summer road trip, Tom Fraser picks up the journey at Lake Ohau, about 30 minutes from Twizel.

Kelvin Grove, Lake Wakatipu.

**OPPOSITE** Camping at Lake Ohau and loaded up for camping at Lake Middleton, both back in the day.

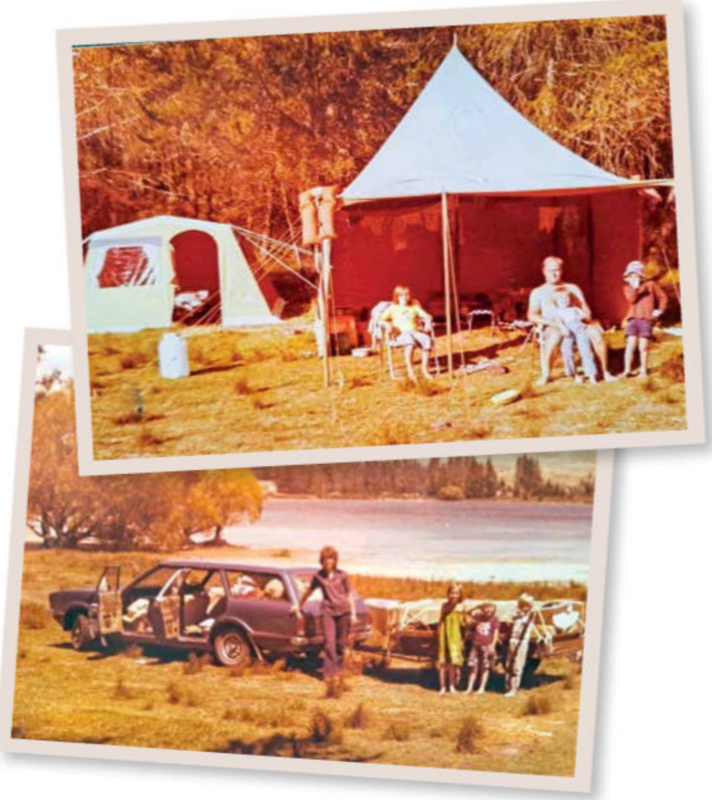
Lake Ōhau holds a special place in my heart, having spent many summer camping holidays as a child here in the 1970s and 80s. We'd spend hours puttering around in our Seagull-powered dinghy, fishing, swimming, building huts, collecting gooseberries, skimming stones and making sure the tent was well prepared for the next, inevitable Northwest storm. Further back, my grandparents used to camp here back in the 1950s and 60s and my father's ashes also rest here. So, any chance to return is welcomed.

We drove past cute Lake Middleton, separated from the main lake by a narrow isthmus, stopping once we reached Round Bush, location of a very basic campsite and boat ramp.

Here we met one more of our sons, Hugh, with jetski and about a dozen mates in tow so gazebos and chairs were quickly erected in the shade of lakeside beech trees. From here we spent many hours dragging young people around the lake on waterskis, biscuits, kneeboards and wakeboards. Some of the lads chased trout near the head of the lake and later, others headed up the valley to look for a deer.

Anna and I chose to return a few minutes down the lake to stay at the camp site at Lake Ōhau Lodge. The lodge, built back in the 1950s, is a great place for food and refreshments and has plenty of accommodation options.

Meanwhile, further south, another son Will and girlfriend Caitlin were busy exploring Lakes Hāwea and Wānaka by jetski. They too were experiencing near perfect weather and water, although admittedly dodging the many, many other boaties using these lakes over the summer holiday. They preferred the quieter Lake Hāwea and spoke highly of the basic but effective boat ramp and facilities. Lake Hāwea requires extra care because it is also a hydro storage lake with an 8m operating range. That means objects/dangerous obstacles can be exposed, or lie just



**ABOVE & LEFT** The writer's father at Lake Wanaka; Departing Glendhu Bay, Lake Wanaka, 1981.

> Lake Wakatipu has many small, sheltered little bays and beaches for picnicking and relaxing.

underwater, at any given lake level. To be honest, these two lakes probably deserve an article of their own!

From Lake Ōhau we headed through the Lindis Pass to Queenstown, arriving at the height of the summer rush. It was clear that as well as domestic holidaymakers, the tourists were back exploring after the past disruptions from COVID.

Lake Wakatipu/Whakatipu Waimāori provides some wonderful cruising, exploring and watersports opportunities. Frankton Arm has three boat ramps in various spots and is the more sheltered area of the lake and best suited to the majority of boating activities. Kelvin Grove, at the southwest end of the arm is a popular beach for picnicking and watersports because it's sheltered, has a wide pebbly beach and the majestic Remarkables Range as a backdrop.

Along its length, Lake Wakatipu has many small, sheltered little bays and beaches for picnicking and relaxing. Anglers often

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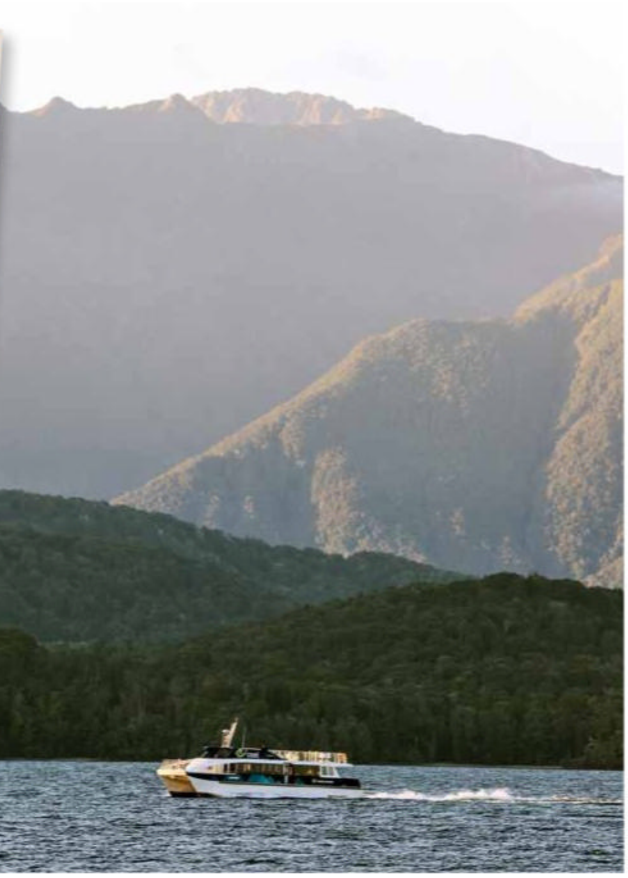

use a boat to access several renown trout fishing rivers, troll for trout and salmon or cast into the shallows. It goes without saying that the scenery surrounding the lake is quite stunning.

Glenorchy, about 45 minutes from Queenstown and at the head of the lake is another popular destination for boaties. Admittedly, on one day I visited the kite boarders were the only ones having fun – the north westerly blasted down the valley and across the lake; dust from the bed of the Dart and Rees Rivers billowed into the air and dark, rainy clouds loomed over the surrounding ranges. The kite boards were scooting across the lake and performing remarkable aerobatics, much to the delight of tourists watching from the wharf. The boat ramp

**ABOVE L TO R** Letting traffic pass, Eglinton Valley; Hugh Fraser fishing the head of Lake Ohau; Last light over a tourist boat on Lake Te Anau.

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facilities at Glenorchy are basic and well sheltered but it's a small boat harbour and you do need to make way for the large and ever-present commercial jet boat tour vessels. Glenorchy is also a very popular destination for recreational jetboaters.

It was a lumpy, bumpy crossing of the lake but, in the relative shelter under the beech-forested lake shore, I turned the key off and simply drifted down the lake just a few metres off the shore. Casting a lightweight spinning rod over a couple of fun-filled hours saw me catching and releasing a handful of trout and land-locked salmon up to a couple of kilogrammes in weight.

Kingston, at the southern end of the lake, also has good quality launching facilities and is another popular holiday spot.

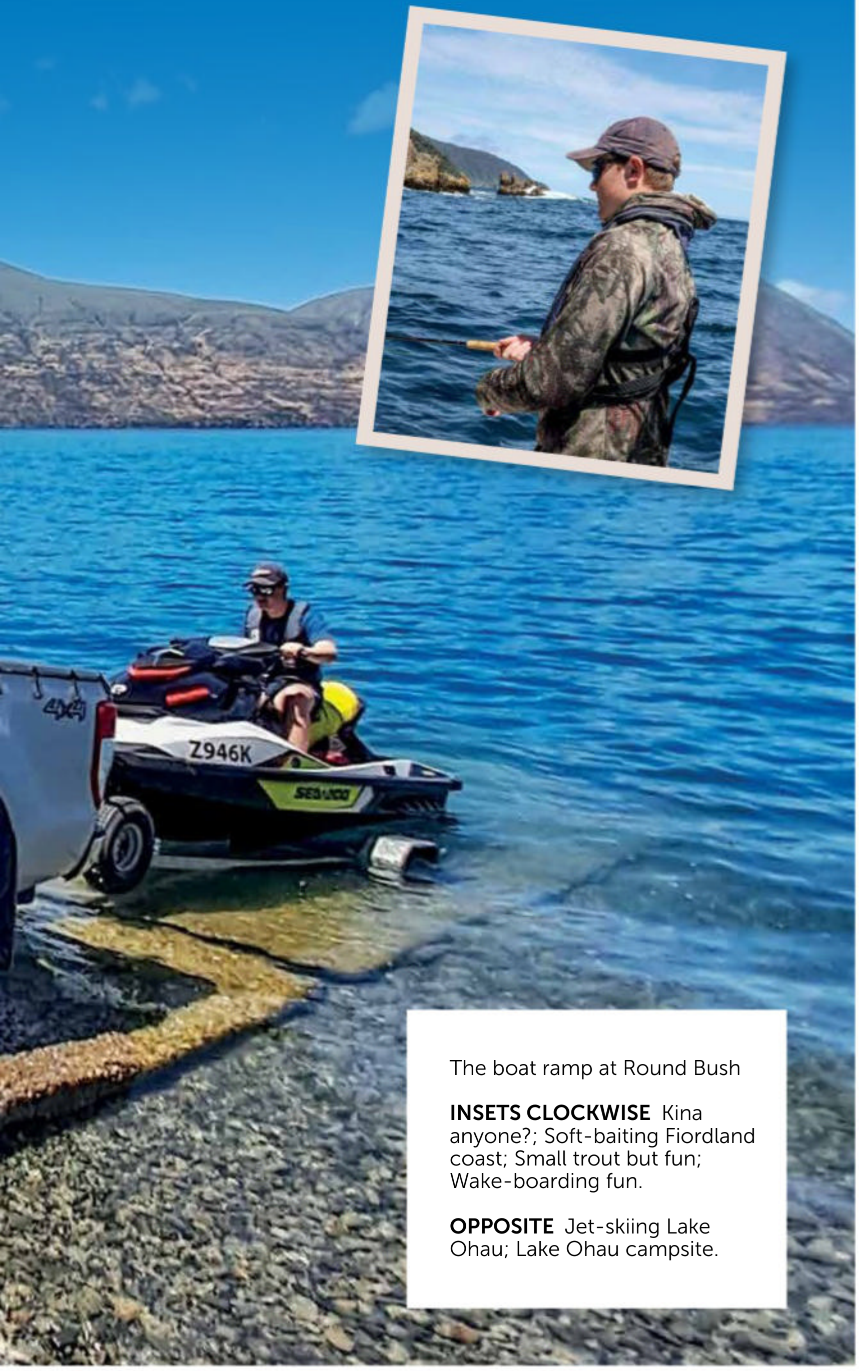
With the weather looking promising, we made plans to push through to Piopiotahi/Milford Sound hoping to spend a day on the water there before returning to a campsite in

**It goes without saying that any boating activity from Milford is dependent on the weather…**

the Eglinton Valley and spend a few days on Lakes Te Anau and Manapouri. Unfortunately, it wasn't to pan out as hoped.

We hit the road before 0600 for the four-hour drive through to Milford Sound and, once we reached Te Anau, we met the tourist traffic beginning the daily onslaught along the Te Anau Milford Highway section of State Highway 94. From this point we were regularly pulling to the side to allow tourist traffic through.

Yes, it's a state highway, so you expect a high level of maintenance and upkeep but, given the extreme environment and heavy use, road authorities do a wonderful job keeping it in such good condition. A lot of people seem surprised to hear I tow my boat through to Milford but the reality is that with care it is feasible and certainly a wonderful opportunity. Many southern boaties do it very regularly. In fact, the numbers – and often large size – of trailer boats dragged along the Milford Road continues to amaze me.



The boat ramp at Round Bush

**INSETS CLOCKWISE** Kina anyone?; Soft-baiting Fiordland coast; Small trout but fun; Wake-boarding fun.

**OPPOSITE** Jet-skiing Lake Ohau; Lake Ohau campsite.

The nearby Hollyford River is an iconic jetboating destination – just look it up on YouTube – so you'll often see groups with jetboats on trailers making their way in that direction. It's important to note that jetskis are still banned from Milford Sound, so too any watersports.

It goes without saying that any boating activity from Milford is dependent on the weather and on this most recent visit we struck it at its best. In Part One I wrote about some of our visits here and, after some exploring of the sound, Anna opted to be dropped at a nearby beach with her book. That meant Angus and I could point the bow south and motor our way our towards Poison Bay, the first sheltered bay south of Milford and a popular destination for overnighting.

Unfortunately, sea conditions deteriorated as we got closer to the bay and I made the decision to turn around. We fished our way back towards Milford, collected Anna, continued to marvel at our good fortune to be able to enjoy the area and then went for a dive. Underwater, the visibility was stunning. If you're considering boating the Fiordland coast, The Fiordland Marine Guardians' publication '*Reflections*' (available online) is a highly informative mariners' guide to the area.

Late afternoon, we reluctantly turned the bow back up the sound towards the boat ramp. About halfway back we

experienced one of Fiordland's local weather idiosyncrasies; despite being no wind at the entrance to the sound, a strong on-shore sea breeze was now whipping across the water and battling the outgoing tide. A very steep, nasty chop created some challenging sea conditions.

Back at the boat ramp Anna's phone made use of the very limited cell coverage and began pinging with message notifications; a family member was in hospital, and it was prudent for her to return to Christchurch. This was a real shame for we were all looking forward to the next few days on Lakes Te Anau and Manapouri. Instead, we began the long haul back to Queenstown.

So, while I'm yet to boat on Manapouri I'm told it offers plenty of opportunities for watersports, exploring and fishing and I'm looking forward to returning soon. My experience on Lake Te Anau is limited but, for me, the trout fishing and the scenery are what make it so special; the size of the lake means that at every turn there's something new to see or do. After all, covering an area of 344 km$^2$, Te Anau is the South Island's largest lake and the second largest in the country behind Taupō. The main body of the lake runs north-south and three large fiords reach out from its western side – these arms are simply called North Fiord, Middle Fiord and South Fiord. Rolling hill country characterises the eastern side of the lake while the western side is a forest and mountain wilderness. The weather and water conditions can vary enormously across the lake. I've been caught in dreadfully rough water and wind at the Te Anau Downs boat harbour, while further down the lake the water remained as flat as a billiard table.

Our attempt to spend a day on Lake Dunstan, the backdrop to the fruit growing town Cromwell, was sadly thwarted by the north-westerly wind. What had been a very light breeze when we left Queenstown 45 minutes earlier intensified as we made our way down the Kawarau River Gorge highway and reached almost gale strength as we pulled into the boat ramp next to the Lake Dunstan Boating Club headquarters. The swell that lumbered menacingly down this long, narrow artificial lake was a good reminder of just how much all these southern lakes can be affected by the wind. Yes, Dunstan's another artificial lake, finally filled in the 1990s after completion of the Clyde Dam. The lake has since become a very popular boating and fishing destination.

It seemed too soon to be undertaking the long drive back to Christchurch, but the hours spent behind the wheel bought with them many happy memories of a summer road trip packed with experiences and memories to last a lifetime. Even better, the drive gave me the chance to plan future boating destinations and adventures. BNZ

ZM9732 DISCOVERY

The clear waters of Lake Wakatipu with the Hector Mountains as the backdrop, below.

**INSETS** Hooked up on a Fiordland river; Milford Sound.

**FURTHER INFORMATION** You can follow the writer's boating adventures via the @nzboatie account on Instagram, TikTok and Facebook.

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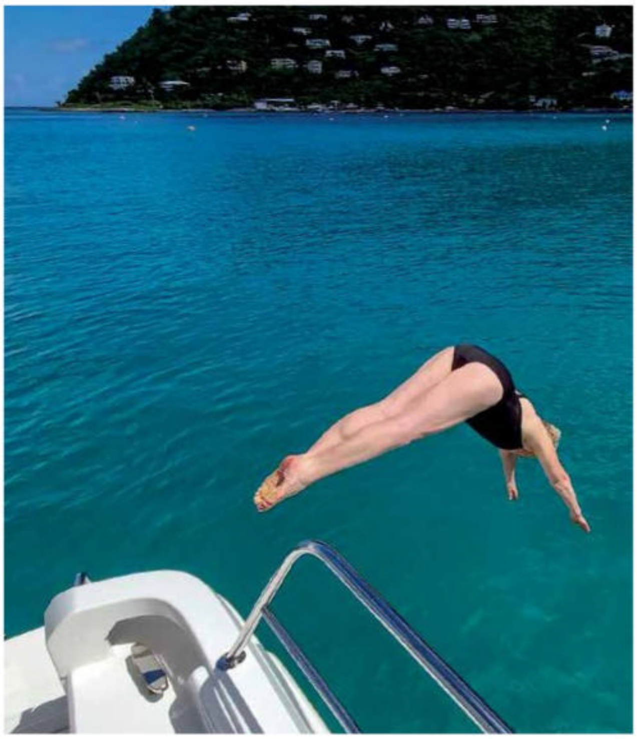
There comes a time in an aging yachtie's life when billowing sails, stiff breezes and flying spray aren't quite as alluring as before. Blame it on creaking bones, fading strength, a dodgy ticker – whatever. Power launches become very appealing. Best to switch discreetly and with dignity.

# Caribbean switch



VIRGIN ISLANDS
ST THOMAS to VIRGIN GORDA
Imray-Iolaire

As a lifelong sailor I'd always sniffed disdainfully at my powered friends in their smelly, noisy, vibrating launches, even when they disappeared over the horizon as we tacked for the fifth time in two miles. I tried not to think of them enjoying a G&T at anchor while we laboured on stoically.

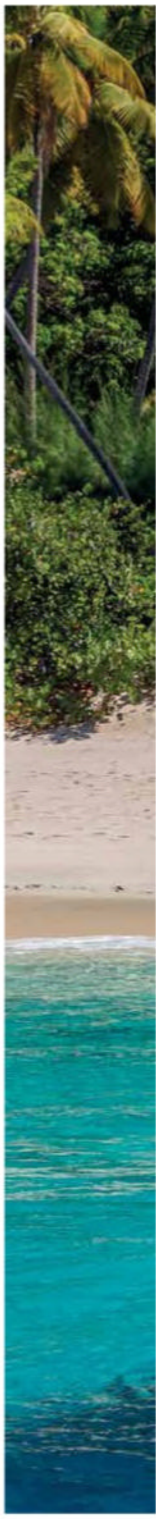
My 'lightbulb' conversion happened a few months ago when I selected a 44' Aquila power cat for a 10-day charter in the Caribbean's British Virgin Islands (BVIs). Having visited many times before, it's a destination I know well. I've always chartered yachts, and mainly cats.

But with advancing years, sailing takes its toll – the tacking and gybing, the hoisting/stowing of deep-roach mainsails, reefing in a shrieking squall, wrestling with uncooperative lazy jacks. Challenges that are magnified if crew members (friends) are non-sailors.

A power boat – a power cat particularly – is so much easier, faster and spacious and, to be truthful, a lot more fun. It helps that modern diesels are quieter, smoother, more fuel efficient and a lot less smelly than their 20th century predecessors. And there's an added bonus: twin engines make manoeuvring and berthing a breeze – even in a breeze.

I'm not alone in this betrayal. The sail-to-power cat transition, I discovered, is also resonating with the Caribbean charter fraternity. The BVI archipelago (about 60 islands, isles and cays) is often touted as a 'sailor's paradise' – and indeed, lying in the NE trade wind belt, it is a wonderful sailing destination. But – probably because of the charter market's maturing demographic – the sailing proposition has changed. Power cats suddenly have a significant presence.

When I last visited (20 years ago), very few power cats were available for charter. Today, all the mainstream charter companies have sizeable sections of their fleets dedicated to power cats. The company I used – MarineMax – runs power cats exclusively. All are Aquilas.



MarineMax 443

WORDS AND PHOTOGRAPHY BY **LAWRENCE SCHÄFFLER**

Its fleet (about 40 vessels, but expanding) ranges from the three-cabin 423 (42’ LOA) to the five-cabin 545 (54’ LOA). Built by China’s Hangzhou Sino Eagle Yacht Company, Aquilas are luxurious and well-finished, equipped with all the mod-cons and, most importantly, very easy to operate.

Our vessel – *White Pearl* – was a three-cabin/three-bathroom Aquila 443 (44’ LOA). Powered by twin 300hp D4 Volvos, she was perfect for our party of three couples. Accommodation features a cabin/ensuite in each hull, with a master cabin upfront straddling the hulls. Its ensuite is in the port hull, and a lounge/study/office (complete with desk) in the starboard hull.

MarineMax is based at Nanny Cay, an inlet on the eastern side of Tortola (the main island and commercial hub of the BVIs). Tortola’s conveniently situated in the middle of the archipelago.

### SET THE AUTOPILOT

While age is arguably the dominant driver in the charter market's sail-to-power shift, other factors contribute to the cats' growing popularity.

Obviously speed, space and stability are appealing (especially for non-sailors). BVI cruising involves easy, eyeball navigation, and being able to aim directly at your destination – and be taken there on autopilot – simplifies life considerably.

To put this in perspective, it's perhaps useful to sketch the wind issues sailors face in the BVIs. The islands – each with multiple anchorages – are all relatively close together and fit into an area of about 30 square nautical miles. The

> The sail-to-power cat transition, I discovered, is also resonating with the Caribbean charter fraternity.

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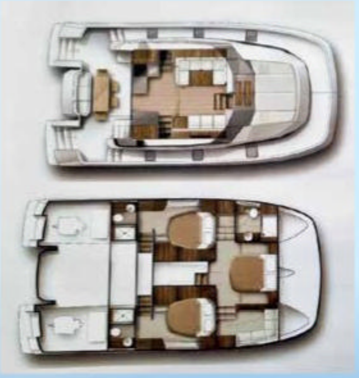
MarineMax runs a large fleet of power cats.

**LEFT** The Aquila 443's layout.

**BELOW** No tacking or sails to hoist equals a happy crew.



archipelago lies on a SW-NE axis. The prevailing wind is ENE – and it's often fresh. Motor-sailing yachts abound...

For many yachties starting off in Tortola, the best way to avoid a tacking vacation is to spend the first day getting as far north-east as possible (the northern bays of Virgin Gorda) and then meander downwind (SSW) to various islands over the rest of the charter period. This strategy doesn't eliminate beating and tacking altogether, but there's less of it. It does, however, tend to dictate the itinerary.

A power cat changes this equation completely.

For a start, the autopilot takes you to your destination in a straight line, and at a decent clip. At 2,000rpm the Aquila 443 cruises sedately at 10 knots, the Volvos hardly raising wa sweat. She can go a lot faster. Aquilas have underwater bulbs at the bows. These extend the waterline

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length for improved efficiency/performance, and the added buoyancy helps to counteract any ‘porpoising’.

Fast, efficient cruising equates to a much more flexible itinerary and the freedom to visit more islands and anchorages. Crucially – and this is a significant consideration in peak season when thousands of vessels are cruising the BVIs – superior speed also means better access to mooring balls.

## MOORING BALLS

Moorings are now a feature in most of the popular anchorages – and many charter companies prefer you to use them. In previous years everyone anchored. ‘Anchor rage’ wasn’t uncommon.

Most of the mooring balls are available on a first-come-first-serve basis (some can be reserved via a phone app). You pay a nominal fee to use them, but the peace of mind offered by a robust mooring (especially in deep anchorages) – makes it well worth the money.

If you get to an anchorage a little before the crowds arrive in the late afternoon, your chances of finding a mooring improve considerably. Anchoring is still permitted in most (not all) of the bays, but you tend to be relegated to their perimeters where you’re more likely to be exposed to wind/swell.

Some bays now carry National Park status (to protect the environment) and anchoring is forbidden. Mooring balls are the only option – and even then, only for a limited time. The Baths at Virgin Gorda is a good example.

One of the most popular anchorages in the BVIs, it’s a wonderful setting featuring crisp white beaches and warm, azure water – and dominated by a collection of massive granite boulders piled haphazardly atop one another.

Because of its protected status and popularity, you may only use the moorings for a few hours at a time – and you’re not allowed to stay overnight. To avoid queuing it helps to arrive early.

## AN ELECTRIC BOAT

To dampen the guilt and mental trauma involved in switching from sail to power, it’s helpful to charter a vessel that’s easy to operate.

**ABOVE & BELOW** Underwater lights attract thousands of little fish – which in turn attract greedy barracuda.

Two water sprites soaking up the Caribbean sun.

**OPPOSITE** Spacious and comfortable accommodation; the flybridge helm station. Great views.

I’ve reviewed various Aquilas for this magazine over the years and the marque’s latest models are a significant step up from their predecessors. As with her fleet sisters, *White Pearl* (a 2022 model) is designed for simple operation, cleverly aligning the vessel’s systems with conventional ‘home living’.

The main adjustment is getting your head around the electrical infrastructure. Where battery-conservation is part of every sailor’s DNA, as an all-electric boat (no LPG) the Aquila 443 demands a completely different mindset.

Toilets, kettle, hot water cylinder, toaster, Wi-Fi/internet, pop-up TV, induction hob and flybridge grill, fridge/freezer, microwave, water maker, dinghy davit hoist and air-conditioning – it’s all electric. In the stifling Caribbean heat, air-conditioning is fundamental. Nights are very unpleasant without it.

A four-way electrical system provides the power: a 12-volts DC network; a 5,000-watt inverter supplying 110-volts AC; a 110-volts AC genset; and a 110-volts AC shore power umbilical. This arrangement relies extensively

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MarineMax 48

**AQUILA 443 POWER CAT**

**loa** 13.32m
**lwl** 12.09m
**beam** 6.56m
**draft** 1.10m
**displacement** (lightship) 15.90 tonnes
**engines** 2 x D4 Volvo 300hp
**tanks fuel** 2 x 550 litres
**water** 2 x 340 litres
**accommodation** 3 x double cabins

on the genset, and you need to run it all night. Not only for keeping the batteries perky and all systems 'alive', but also to keep *you* alive and cool.

Charterers are reliant on the genset because in the BVIs there is very little access to shore power or water. Where Mediterranean charter boats tend to moor stern-on every night (with ready access to shore power and water), this is rarely an option in the BVIs. You're largely independent.

Charter boats overnight in bays, tethered to mooring balls or anchored, and take the dinghy to beach bars/restaurants. There *are* a few marinas in the BVIs with shore power and water, but they're the exception. Lying in secluded, starlit anchorages is what makes BVI cruising special.

We ran the 8.5kW Kohler genset all night – not only for batteries and air-conditioning, but also for water. The Aquila 443 has two water tanks (2 x 340 litres) – insufficient for six people on a 10-day charter. You need to replenish them with the Spectra water maker (at night, while the genset's running). It works a treat, the Spectra cutting out automatically once the tanks are full.

Yes, the genset uses a little diesel (consumption is modest). It draws fuel from the starboard tank which is a little emptier than the port tank when you fill up at the end of the charter. And yes, you're aware of the genset's vibration – but tucked into the aft section of the starboard engine room it's muted and barely discernable.

## ENTERTAINING

I'm sure I'm not the first to label the Aquila 443 a 'party boat', but her space/layout invites the description. With multiple entertainment areas the sense of relaxed, uncomplicated cruising is infectious.

These include the large foredeck (with convenient, step-access to the flybridge), the lounge immediately behind the helm station, and a spacious aft cockpit that integrates so well with the galley.

The panoramic view from the flybridge helm (the only helm) is particularly helpful for easing your way through a crowded anchorage and picking up a mooring ball. Open to the foredeck, communication between skipper and foredeck crew is clear. Very few expletives are required.

Both lounges – one behind the helm and one at the aft end of the cockpit – feature tables that can be lowered to create large 'beds' with fill-in cushions. Both are wonderful areas for quaffing wine/beer and debating the mysteries of the US political system. A large, tilt-up window integrates the galley with the aft cockpit – so the chef can contribute perspective (and snacks) to the conversation.

Inevitably, the BVIs have changed over 20 years. With their distinctive West Indian culture, the islands are as wonderful as ever, but the charter options are far more diverse. This is particularly pleasing following the horrific devastation Hurricane Irma (2017) left in her wake. A remarkable 'bounce-back'.

I too, have changed. Older, slower, and hopefully wiser.

And I'll quietly admit that slipping over the horizon in a power cat with a happy crew – a G&T but a few minutes away – is highly recommended. BNZ

**GETTING THERE: The easiest route from New Zealand is via Houston (with Air New Zealand), followed by a connecting flight to Miami and then a direct flight to Tortola.**

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Jonathan Edgar of Auckland-based JP Crafts has been hand-crafting bespoke vessels at its facility in Wairau Valley for nearly a decade. Together with his father Phil Edgar and design guru Nicky Malcon, they head a team of designers, boatbuilders, project managers and other specialists to bring their clients' visions to fruition.

The one limitation of this approach, however, has been the long lead time between a client wanting a boat and JP Crafts being able to deliver the finished product, since much time is spent on the design aspects of each bespoke build. This was the inspiration for the Code 9.8 product, which in Edgar's words "will reprogram their production, to be able to more effectively provide a faster delivery of our high-end product to discerning customers around the world". Although each boat will still be meticulously hand-crafted, by using a standardised design they can increase the speed at which the boats come out of their facility.

And so, the design of the Code 9.8 has taken the very best aspects of their 25 previous custom builds, ensuring they retained user-friendliness on the water. In the process, they make no compromises in comfort or safety and have also retained exceedingly high standard of finish.

Jonathan credits his father Phil as the driving force for this design, which starts with their base 9.8m composite hull, forward cabin and galley. To this they have added a beautifully crafted aluminium hardtop with striking aesthetics and impeccable finish. The maximum beam of 3.6m provides a smooth ride and seakeeping that is second to none.

And then they top off the whole package with the engine that is redefining outboard technology, the Mercury Verado

# READY FOR

review

## JP Crafts Code 9.8

WORDS BY
**NORMAN HOLTZHAUSEN**
PHOTOGRAPHY BY
**ROGER MILLS**

**THIS PAGE**
The hull design and RIB configuration with Hypalon tubes delivers exceptional ride comfort.

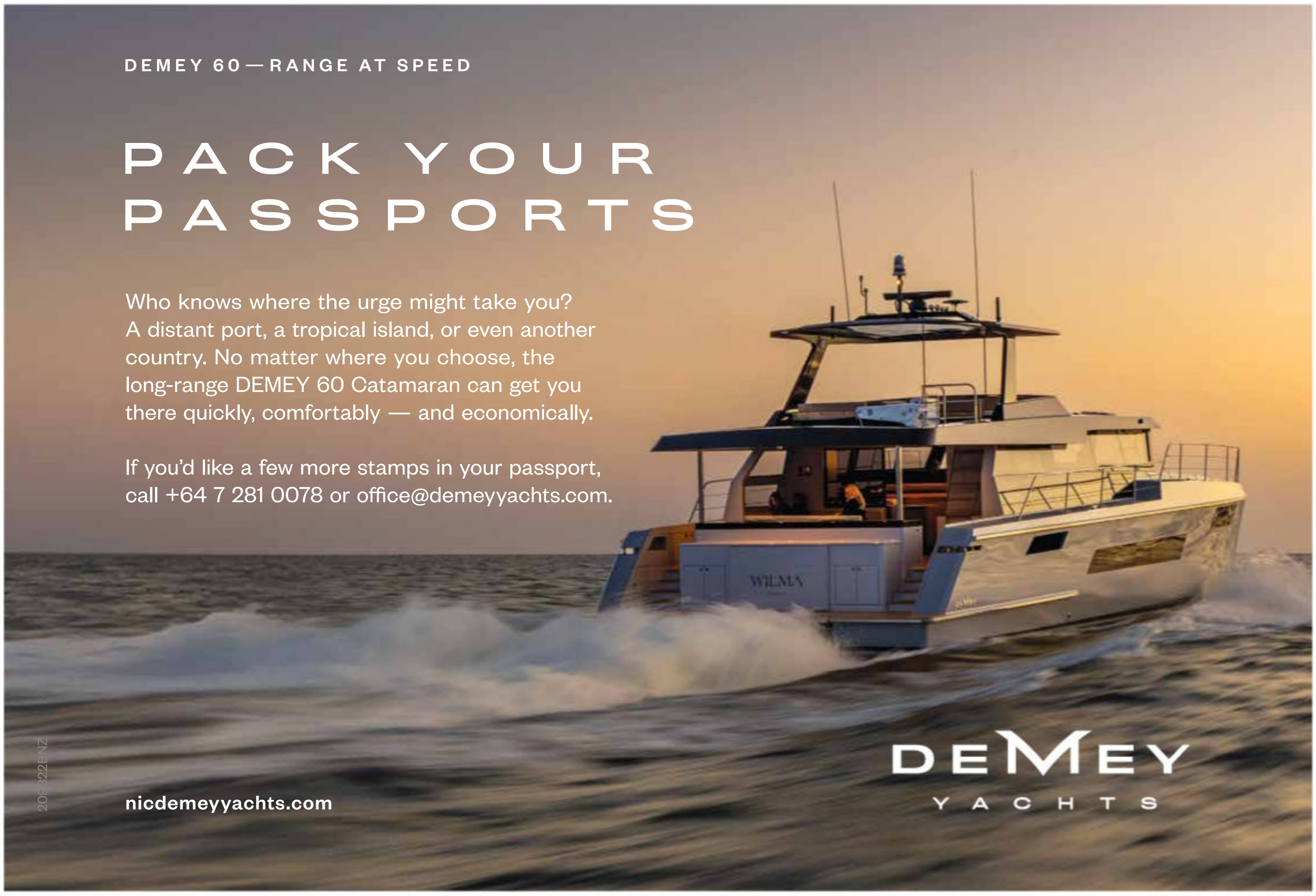
# TAKE-OFF

600hp V12, a naturally-aspirated motor with a massive 7.6-litre displacement. This beast features a unique two-speed gearbox with a steerable gearcase – the powerhead remains motionless, while the bottom end with those contra-rotating propellors swivel to turn all that power into 'go-fast'. Despite its size it is super quiet, and murmurs along almost silently at idle.

There are considerable benefits to one large engine rather than the more common twin configuration. Efficiency is the biggest of these – every outboard lower unit causes drag, and a single 600hp only has about half the drag of two 300hp units. It also occupies less transom space, thereby maximising the usability of the boarding platform.

This translates to better top speed, improved responsiveness and superior fuel economy. A single large motor is cheaper to service than two smaller ones, and with the reliability of modern outboard technology, there are no safety concerns. In fact, Mercury only requires the motor to be serviced every 200 operating hours, further reducing maintenance costs.

Another innovation is the rotating gearbox, which makes the boat extremely easy to steer, both at speed and in the marina. This unique design also provides significant handling benefits, as the weight of the powerhead does not move from side to side. Mercury's electric steering and digital throttles make everything super-light, and there is no sensation of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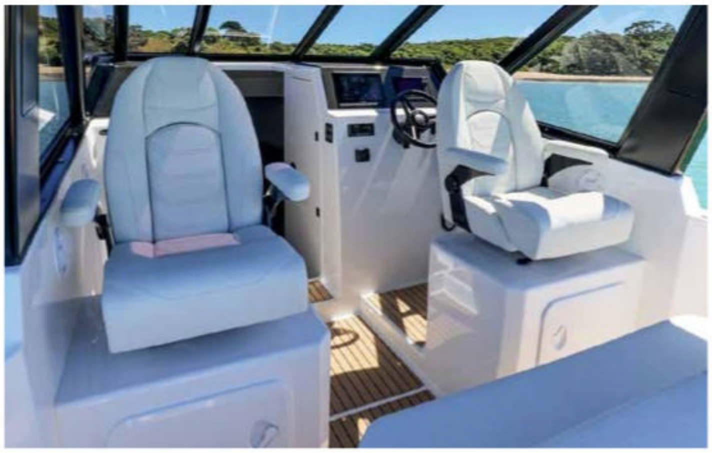
WITHOUT COMPROMISE

**LEFT OPPOSITE** The aluminium and armour-glass hardtop is a work of art.

**RIGHT** The boat makes no compromises to comfort or safety and offers plenty of refinement, too.



the massive forces you are controlling with a finger-light touch. The rotating gearbox also turns up to 45° either side, somewhat more than the usual 30° turning arc of a conventional outboard. And if that is not enough, the manoeuvrability of the Code 9.8 is further enhanced by a bow thruster with joystick control.

It was a sunny but windy day when we stepped aboard the boat at Auckland's Westhaven Marina. As with all JP Crafts' vessels, the boat looks stunning with an impeccable interior to match the quality of its hull and cabin. The steeply-raked tinted windscreen and the black carbon-fibre-effect Hypalon tubes contrast with the bright-white hull and topsides. The join between the aluminium hardtop and composite hull is so seamless that you cannot tell where one ends and the other starts.

Jonathan says they have developed a full set of tooling to enable them to output more boats of the same high standard with less manual finishing required. The use of carbon-fibre detailing on the dash complements the same finish on the tubes, and the luxurious interior furnishings and cabin linings are white to match the composite hull colour. An artificial teak deck completes the package.

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The 9.8m hull features a plumb bow, which gives a longer waterline and a smoother ride than a conventional raked bow. The inflatable tube extends right around the bow, which creates a challenge for the anchor. JP Craft gets around this by fitting a drum anchor winch inside a hatch that is accessible from inside the cabin. This drops the anchor from below and behind the bow tubing, and they have also engineered an extending fairlead that automatically deploys to keep the anchor well clear of the hull.

The forward cabin has twin bunks, with a plumbed toilet hidden beneath. Custom mouldings inside the cabin complement the interior upholstery, and the layout is neat and efficient. The rear cockpit is open with no transom door, although there is a step up to the boarding platform and we had no issues with water ingress. A central pod holds a sink and space for a gas cooker.

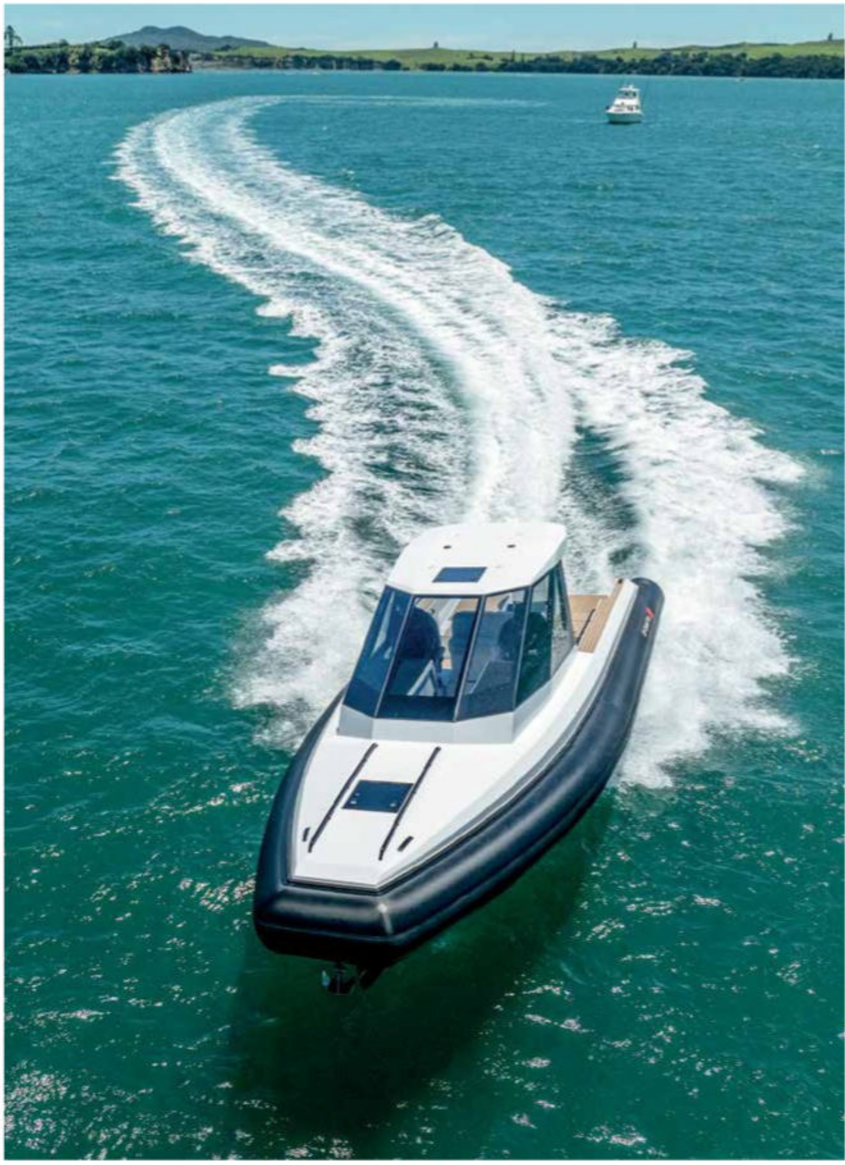
The helm position is similarly clean and simple, with two touchscreens set into the carbon-fibre dashboard. Onboard switching is digital, and there are just four physical switches – on and off, and day and night modes. Of course, full control is available through the Garmin touchscreen, which features a custom boat interface to control individual items. However, Jonathan says most users will simply use the two operating modes most of the time.

The second touchscreen on the dash is the Mercury VesselView digital display, which is linked through the Enterprise bus to all the onboard devices. This technology also allows the vessel to be controlled by smartphone and monitored remotely. Other controls include the joystick for the bow thruster, a Fusion Stereo, a Raymarine VHF and of course the Mercury Digital Throttle and Shift. There is a 220V inverter on board for the fridge and accessories, and the vessel is wired for

**ABOVE** The cabin sleeps two and seats more. A bowthruster enhances manoeuvrabilty and quality sounds are standard

**OPPOSITE** Fridge, cooker and underfloor storage.

**RIGHT** The Code 9.8 easily maintains 12 knots.



**This is a beautifully finished boat with an attention to detail that we don't often see.**

shore power. One of the optimal uses for all this technology is turning the fridge on remotely a few hours before coming down to the boat, to make sure it is properly chilled by the time you head out on the water.

Soon we had run out of things to look at, and it was time to head out. The big Mercury is super-quiet, and the boat is highly manoeuvrable around the marina, although the lack of an obvious visual clue as to the direction that the propeller is pointing is a little disconcerting at first – a steering indicator on the helm display is a future upgrade from Mercury. We headed out of Westhaven and off to Motuihe Island for lunch.

Many boats struggle with Auckland's inner harbour 12-knot speed limit, but the Code 9.8 seemed to be able to hold to this speed consistently. Once out of the low-speed zone we couldn't help ourselves and opened the throttle wide open. And what a blast that turned to out to be! The acceleration really hits you in the small of your back. The smart engine quietly did its thing, with the gear change from low- to high-range happening so seamlessly that unless you were listening for it, you would miss it. The Active Trim feature automatically adjusts the motor's trim angle to suit the speed, and we were soon flying.

This boat is undoubtedly the fastest I have ever tested, with a reported top speed of 52 knots. We 'only' got to 48 knots in the conditions, which would have slowed down any typical sized runabout. However, the swell and chop ideally suited the big RIB, with the rigid deep vee hull and plumb bow easily cutting through the water. When we did lift over a big wake or extra-large swell, the massive tubes acted like big marshmallows, allowing the hull to come down softly on the other side, with the touch down barely noticeable.

We threw the Code 9.8 about with some abandon, and had no concerns cutting through big wakes or performing hard turns in the stiff chop. Luckily, we had a big Riviera as our photo boat on this occasion, so we could do donuts around them without worrying about swamping their boat. However, we reached our destination well before they did and were able to choose our lunch spot while waiting for them to arrive.

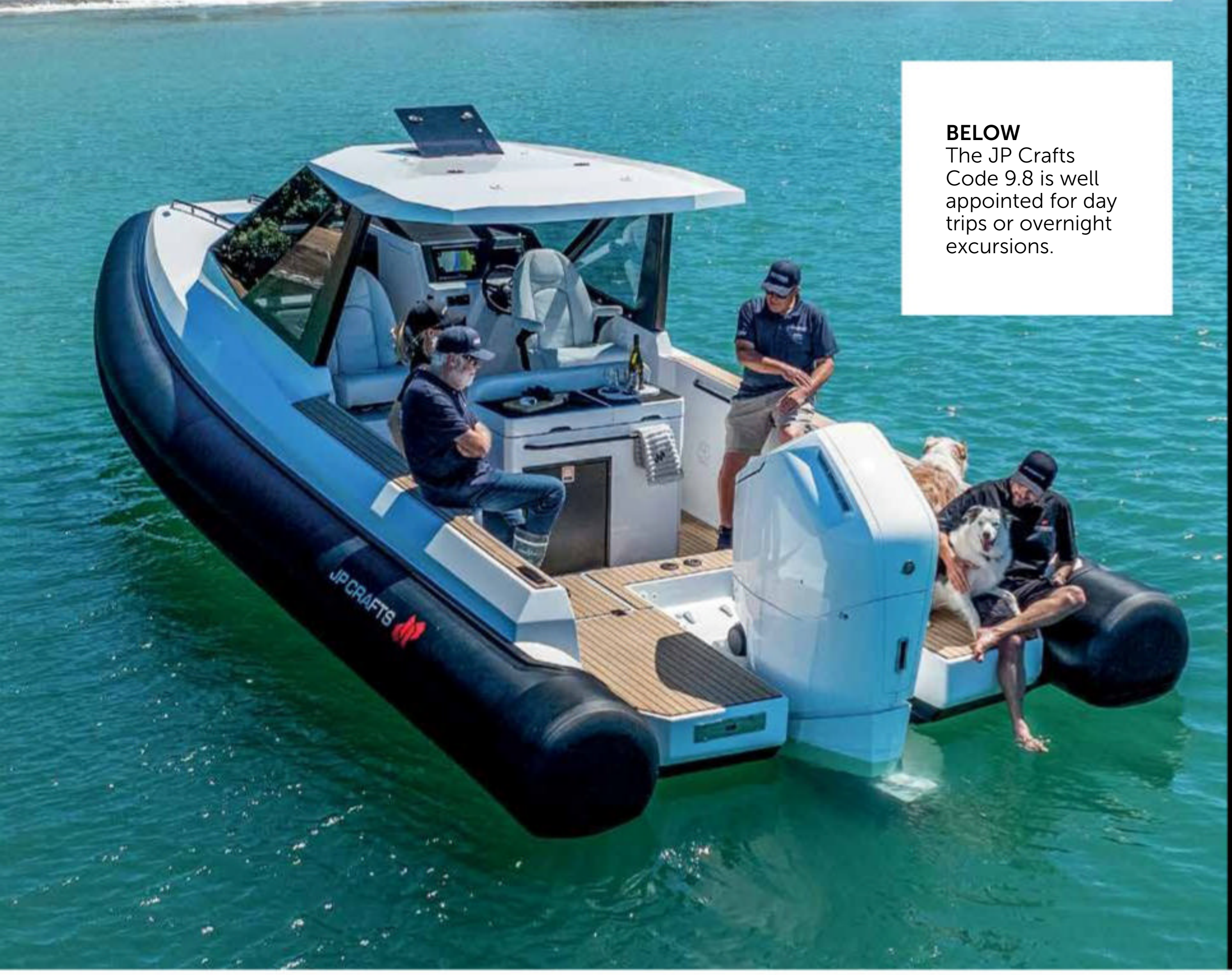
Fuel consumption and performance of the big Mercury is excellent. Wide open throttle fuel consumption is 196 litres per hour, which is about 20% more efficient than a pair of 300hp motors would be. At the most economical cruise speed of 25 knots the motor was ticking along at 3,500rpm and using 48 litres per hour, an astonishing 1.65 litres per nautical mile. Even at a fast cruise of 30 knots at 4,000rpm the consumption was 2.17l/nm. This gives the 500-litre fuel tank a range of 275 nautical miles (Allowing a 10% safety margin) at cruise, and even running at 40 knots you will still get around 170nm of range.

During our break and while we took more photos, we discovered that the JP Crafts Code 9.8 had been selected as the main film and media boat for the Auckland leg of the SailGP

regatta, which will be happening as this issue goes to print. This is a great opportunity for the brand, as that sort of coverage is ideal for this type of boat: elegant performance and impeccable finish making it a smart corporate or family-friendly craft for every occasion.

The JP Crafts Code 9.8 is not a hardcore fishing boat – in fact there are no rod holders installed anywhere. It would almost be a shame to sully the boat with fish blood or smelly bait, although it would be an ideal soft-baiting platform. However, it is perfect for just about every other type of water activity, and with that speed and ride quality you can quickly get anywhere you want to go. A daytrip from Auckland to Great Barrier Island would be perfectly feasible, with the trip taking under an hour each way.

This is a beautifully-finished boat with an attention to detail that we don't often see. It will suit the discerning buyer who wants the superb performance and the quality of a handcrafted boat but prefers not to wait while a custom build is completed. BNZ



**BELOW**
The JP Crafts Code 9.8 is well appointed for day trips or overnight excursions.

## JP Crafts Code 9.8

**BASE PRICE**
POA

**PRICED AS REVIEWED**
POA

**MANUFACTURED BY**
JP Crafts
contact: Jonathan Edgar
(09) 217-3108
www.jpcrafts.co

### HIGHLIGHTS

Exceptional ride and very fast

High-quality construction and hand-crafted finish

Versatile interior suitable for a wide range of activities

### SPECIFICATIONS

| | |
|---|---|
| **loa** | 9.8m |
| **beam** | 3.85m |
| **draft** | 0.7m |
| **construction** | Composite, with aluminium hardtop and Hypalon tubes |
| **deadrise** | 23° |
| **engine** | Mercury Verado V12 600hp with two-speed gearbox and dual contra-rotating propellers |
| **weight** | 3.1 tonnes |
| **fuel capacity** | 500 litres |
| **fresh water** | 130 litres |
| **black water** | 80 litres |
| **berths** | 2 |
| **carrying capacity** | 8 |
| **cruise speed** | 25-30 knots |
| **top speed** | 52 knots |

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SEA-DOO

# RIDE THE FUTURE OF FISHING

On December 10, 2024, Sea-Doo held a media day for New Zealand journalists to introduce the 2025 Fish Pro range. *Boating NZ*'s Tim Porter enjoyed a day on the water trying them out with Sea-Doo ambassador Andrew Hill.

SEA-DOO
www.ADVENTURE FISHING.pro
FISH PRO
SEA-DOO

WORDS AND PHOTOGRAPHY
**SUPPLIED**

**ABOVE** Kiwi media enjoyed a taste of the Sea-Doo 2025 line-up, headlined by the new Fishpro Apex.

## THE SEA-DOO FISHPRO RANGE

SEA-DOO IS A PIONEER IN PWC FISHING WITH AN EXTENSIVE RANGE THAT CATERS TO THE MOST AVID FISHING ENTHUSIAST AS WELL AS TO THE OCCASIONAL ANGLER.

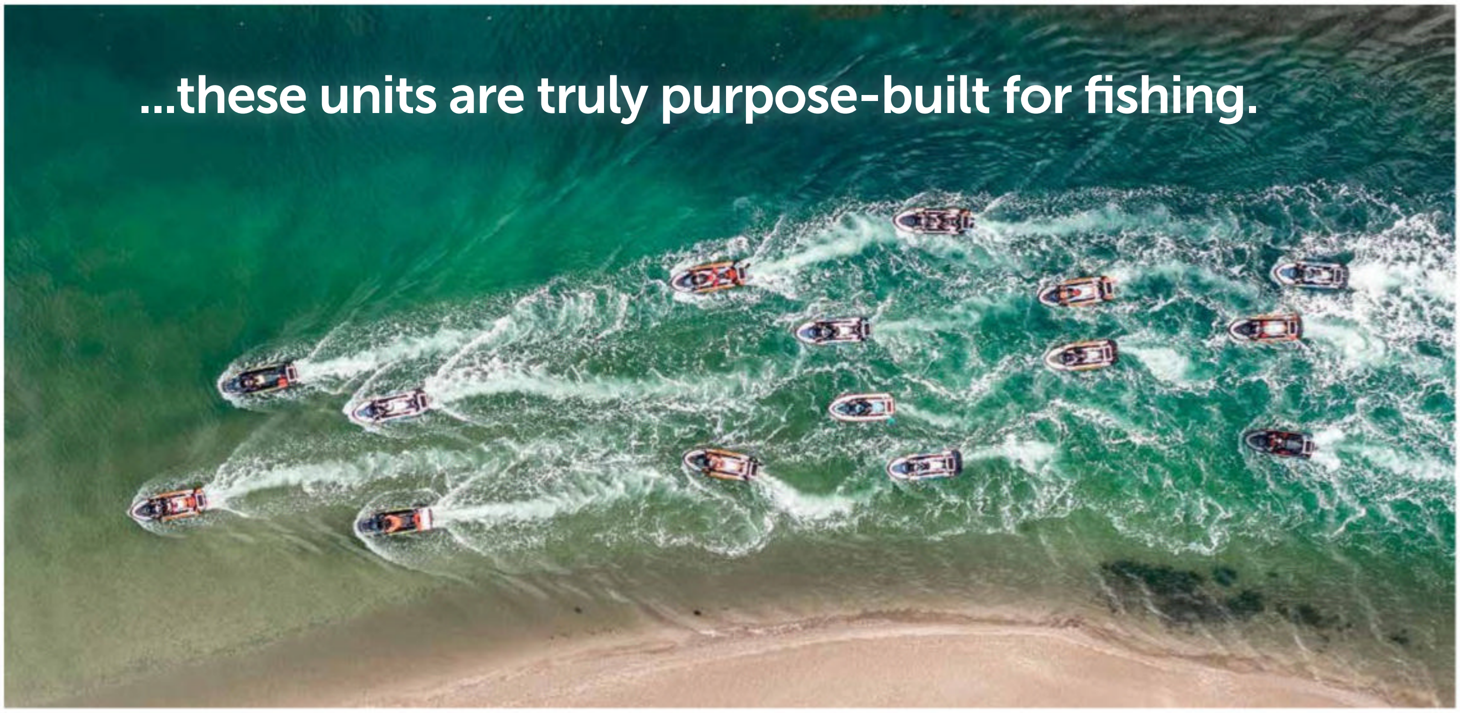
Originally designed in conjunction with homegrown talent Andrew Hill, these units are truly purpose-built for fishing. The Sea-Doo FishPro range consists of the new Sea-Doo FishPro Apex, Trophy, Sport and Scout.

### SEA-DOO FISHPRO TROPHY

The FishPro Trophy's ingeniously designed features include its Modular Swivel Seat, the rear portion of the seat transforms into a pedestal seat ideal for sight fishing. Installation is a matter of seconds for a game-changing experience. The Rotax 1630 ACE–170 is the most powerful naturally-aspirated Rotax engine ever on a Sea-Doo watercraft – plenty of top-end speed to get on the fish fast and efficiently with all-day fun and excitement always on tap.

### SEA-DOO FISHPRO SPORT

The original FishPro, the FishPro Sport, delivers a new take on fishing. A personal watercraft designed with fishing at its soul, you can move about to fish from sitting or standing positions, and its fishing bench seat is designed for comfort while driving or fishing. Along with five fishing rod holders, rods can be placed in a variety of locations around the craft for convenient storage and improved trolling capabilities. Keep them within reach or out of the way as your adventure dictates.



...these units are truly purpose-built for fishing.

## NEW FOR 2025: SEA-DOO FISHPRO APEX

The latest addition to Sea-Doo's range is the FishPro APEX. With its exclusive design, unique colouration and limited one year production run the FishPro Apex represents the pinnacle of Sea-Doo's lineup of fishing PWCs. Equipped with all the features that made the FishPro Trophy one of the best fishing PWCs on the water, the FishPro Apex raises the bar further with innovative new features.

### Robust for all conditions

The FishPro Apex is powered by a 300hp Rotax 1630 ACE engine, allowing anglers to get there in a hurry. A tall touring windshield, hydraulic steering damper and adjustable handlebar riser help riders find the ideal riding position for comfort while they blast along to the next spot.

### Built to catch

The Sea-Doo FishPro Apex is equipped with a 9-inch Garmin fish finder GPS for a picture-window view below the surface, chart plotting, ride tracking and more compatible apps to help find the fish. A modular swivel seat makes fishing easier and the LinQ cooler with integrated livewell and washdown keeps the fish or bait alive and rinses the PWC clean. In addition, an intelligent debris-free (iDF) pump system allows riders to get as close to the action as possible. Clear a clogged intake with just the push of a button. The FishPro Apex comes standard with seven rod holders capable of standing up to rough conditions and high speeds. A rear deck extension adds stability and 4 LinQ attachment points allow riders to carry more tackle, equipment, or fuel for the day's adventures.

## SEA-DOO FISHPRO SCOUT

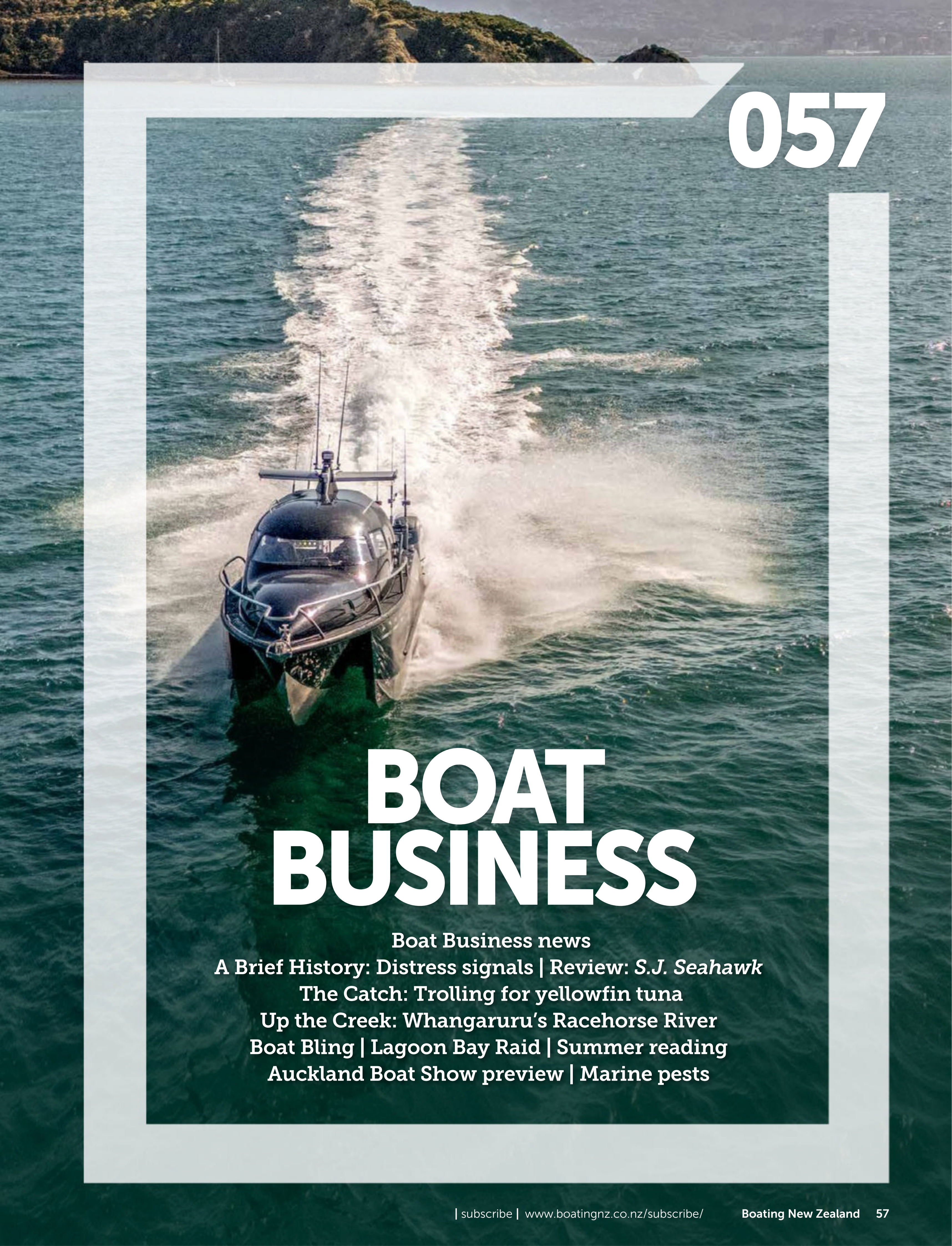
The FishPro Scout comes with a cooler, fish finder, rod holders and trolling modes, but instantly transforms for full family fun. Equipped with nine pre-set trolling modes, you can find your perfect trolling speed, set it and focus on fishing. Select between nine low speed settings for the perfect bait presentation, all without needing to touch the throttle, leaving your hands free to fish.

## SEA-DOO GTX 230

The GTX 230 is a unique PWC that delivers comfort and convenience with a choice between two proven Rotax engines – the 1630 ACE with 170hp or 230hp, both offering reliability, fun performance and fuel economy. Both engines are equipped with Sea-Doo's Advanced Combustion Efficiency (ACE) technology. The GTX 230 is the benchmark for stability in rough water as it is equipped with the ST3 platform, offering lots of space for movement and easy boarding.

SEA-DOO
ADVENTURE FISHING.pro
SEA-DOO
FISH PRO

**For more information on the Sea-Doo FishPro Apex , visit www.sea-doo.brp.com/us/en/models/sport-fishing/fishpro-apex.html**
**For more information on the Sea-Doo FishPro range visit www.sea-doo.brp.com/nz/en/models.html#Sport-Fishing**



# 057

# BOAT BUSINESS

Boat Business news
A Brief History: Distress signals | Review: *S.J. Seahawk*
The Catch: Trolling for yellowfin tuna
Up the Creek: Whangaruru's Racehorse River
Boat Bling | Lagoon Bay Raid | Summer reading
Auckland Boat Show preview | Marine pests

# ANTARES 9 – THE WEEKENDER RE-INVENTED

**BENETEAU'S ANTARES 9** has been completely redesigned for 2025. Inspired by the Antares 11 and 12, it has been designed for weekends of fun on the water. Integrating innovations and improvements from the largest models, each living space aboard has been revisited to offer quality and refinement.

Numerous innovations and optimized equipment reinforce the weekender character of the Antares 9. The modular aft cockpit is among the most spacious, lacquered furniture and walnut woodwork enhance the interior and tufted upholstery creates a soft, soothing atmosphere.The wide sliding glass door provides ease of movement between the interior and exterior, thus creating a vast living space and the modular design concept of this new model invites interaction and conversation onboard.

An ideal boat for cruising with family and friends, the interior living space is cleverly laid out. With wide, wrap-around windows, the surprisingly bright interior is bathed in light with a contemporary galley, an 80-litre refrigerator, gas or electric cooktop, an optional microwave, and copious storage.

The forward owner's cabin, with its queen-sized berth, is spacious with large windows. It features a large, tufted headboard, lacquered furniture, a large hanging locker, and atmospheric lighting.

The guest cabin has a double berth and windows in the hull, as well as a shared head and shower compartment.

The saloon can also be configured with an optional berth.

Heating, air-conditioning, a generator, lithium batteries, solar panels, an opening sunroof, storage space for a paddleboard and more are available options.

The injection-moulded hull offers increased rigidity and strength for less weight. Expect improved cruising comfort with fewer vibrations and less noise. Equipped with twin 250hp outboards and large fuel tanks, the Antares 9 boasts an autonomy of 130 nautical miles at cruising speed.

**www.beneteau.com**

The new Antares 9 has been copletely redesigned for 2025.

# FATCATS FOR AUCKLAND HARBOURMASTER

**THE AUCKLAND HARBOURMASTER** has just launched two yellow FatCat 4500 Centre Console Boats.

In the first instance, they are set to be used as crowd patrol for the ITM NZ Sail Grand Prix (SailGP), 18/19 January 2025. Following that, they will be used in a range of tasks including mooring maintenance, wharf inspection, event support and occasional patrol.

MNZ 143820
HM 10
Harbourmaster
MNZ 143819
HM 9
Harbourmaster

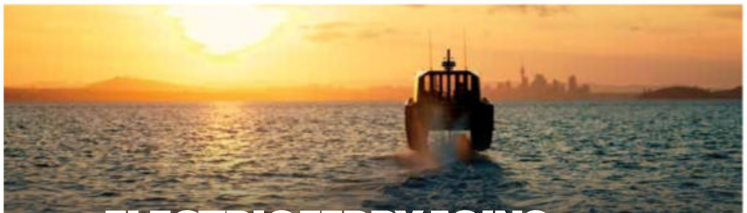
The Harbourmaster had specific requirements and also wanted to future-proof the boats for diverse duty requirements. These included customising the seating and centre console, custom folding T-Tops for protection, Ultralon high-grip flooring, lifting Lugs, as well as large padded side bumpers to facilitate safely coming alongside any vessel. The FatCats are fitted with quality Lowrance and Simrad electronics to match the rest of the Harbourmaster fleet. Both vessels were constructed and fitted out in FatCat's Auckland factory.

Impressed by the stability, space, ride, toughness and versatility of the design during sea trials, the Harbourmaster team is looking forward to putting the new vessels to work. Powered by Suzuki 60hp four-stroke engines giving a service speed of 20 knots and a top speed of 27 knots, they are both reliable and economical to run.

Having previously built multiple FatCat 4500s to survey, including one for the Northland Harbourmaster, the FatCat team is well versed in the demands of government and industry. Managing Director Blair McLay: "We are delighted that out of all the boats and designs that could be chosen, our team and the quality of what we produce has gained the confidence and trust of the most experienced professionals in the industry."

FatCat boats are wide catamaran boats well suited to recreational or commercial use.

**www.fatcat.nz**



## ELECTRIC FERRY JOINS FULLERS360

**VESSEV'S VS-9** has officially joined the fleet of Fullers360's, New Zealand's largest ferry operator.

The ultramodern electric hydrofoiling 9m vessel can transport passengers at a service speed of 25 knots.

Propelled by type-approved battery packs, the VS-9 has a range of up to 50 nautical miles thanks to precision-engineered hydro-foiling technology adapted from race-winning America's Cup yachts.

Throughout sea trials, the VS-9 exceeded performance expectations, mastering waves of up to one metre. The hyper-efficient propulsion system uses approximately 55kW while cruising at 25 knots – the equivalent of just over 70hp – amazing for a 9m vessel with a full standing height cabin.

Passengers can choose between an Electric Hydrofoil Experience or a private charter starting at Auckland's Viaduct Marina.

"This is a significant milestone in Fullers360's decarbonisation journey and marks a new era in high-end tourism for New Zealand," says Fullers Group CEO Mike Horne. Vessev has 100-seater versions in development.

Advance bookings are now available Fullers360's website.

**www.fullers360.co.nz**
**www.vessev.com**

## SURTEES 770 GAME FISHER

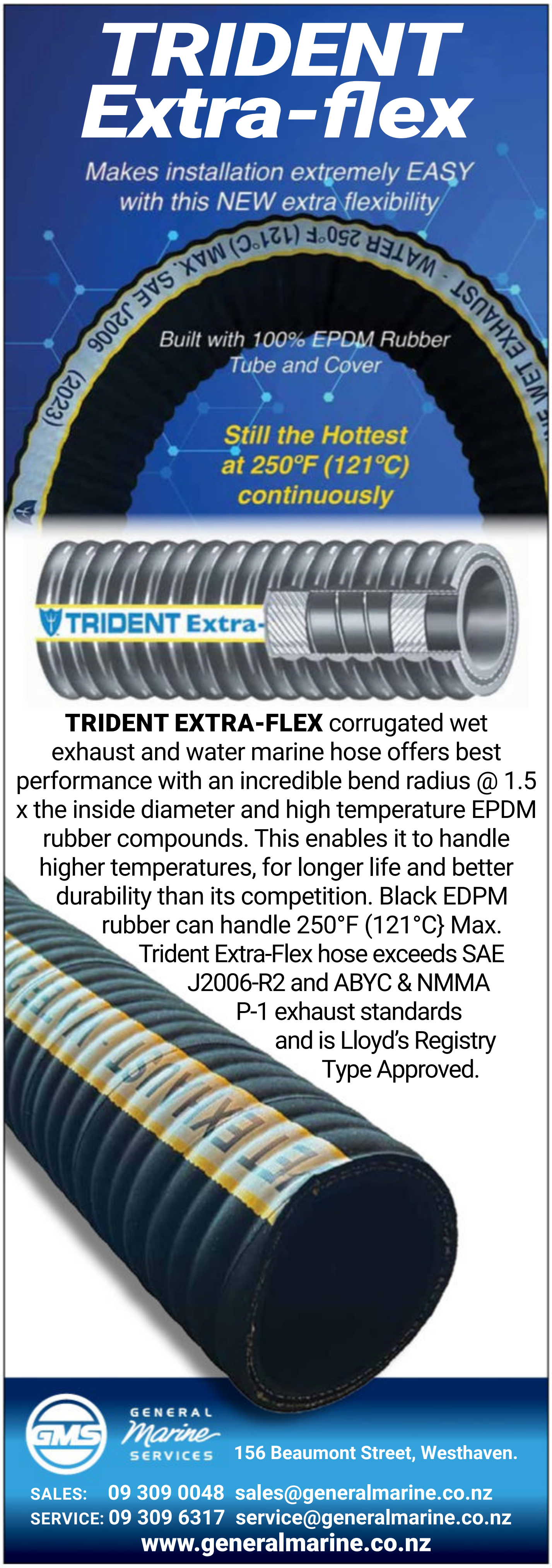
**SURTEES BOATS** has unveiled the all-new 770 Game Fisher, a vessel that delivers a new standard of sophistication and performance for fishing enthusiasts.

The latest Surtees combines cutting-edge design, exceptional functionality, and the highest standards of craftsmanship. The 770 Game Fisher incorporates a raised sheerline, delivering a sleek, contemporary look. With a beam of 2500mm, the 770 strikes a perfect balance between spaciousness and towability, and with a 400-litre underfloor fuel tank and 530 litres of water ballast, offers stability, range and comfort. SeaMac bifold glass doors can be opened or closed to suit the weather and standard features include a cooker, running hot water, a sink and shower, as well as a dinette table and a fridge.

The new model's spacious dash is designed to accommodate a 19-inch sounder, with ample room for additional electronics. Surtees' emphasis on customisation ensures that every owner can equip their boat to suit.

The Surtees 770 Game Fisher is available now through authorised Surtees dealers.

**www.surteesboats.com**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# NEGATIVE CARBON FOOTPRINT MARINE DECKING

Navicork composite decking is a sustainable alternative to teak or synthetic deck coverings.

**NAVICORK FD01**, the innovative high-density cork solution for marine decks developed by Amorim Cork Composites, has been confirmed to have a negative carbon footprint through an external study conducted by ITECONS. This validation strengthens the leadership position of the Navicork by Amorim brand in promoting a more sustainable future for the maritime industry, encouraging the sector to adopt innovative solutions with a positive environmental impact.

The Life Cycle Assessment (LCA) study conducted by ITECONS1, an independent entity, and in compliance with EN ISO 14040, EN ISO 14044, and EN 15804 standards, revealed that each square metre of Navicork FD01 material sequesters more $CO_2$ than it emits throughout the entire production process, from raw material extraction to factory output ("cradle-to-gate"). As the marine industry embraces greener practices, Navicork FD01 provides boat builders and owners with an impactful way to reduce their environmental footprint. Beyond its sustainable advantages, Navicork FD01 also delivers high-performance technical features, including thermal and acoustic insulation, anti-slip properties, a comfortable soft touch, and versatile design options.

Amorim Cork Composites has been at the forefront of sustainable material solutions for over a century. By leveraging cork – a naturally renewable resource – Amorim develops materials that benefit not only industries but also the environment. With its brand Navicork by Amorim, the company continues its legacy of innovation, setting new standards for sustainability in the marine sector.

**www.anorim.com**

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## *H2OCEAN* HYDROGEN POWER

**FABRUM, A NEW ZEALAND** company leading the world in zero-emission transition technologies, has collaborated on the design and build of a zero-emission hydrogen-powered boat, *H2Ocean*, with King Watercraft, a developer of sophisticated New Zealand-made rigid inflatable boats.

The *H2Ocean* hydrogen-powered rigid inflatable boat (RIB), a zero-emissions solution suitable for tourism, commercial and leisure activities, began sea trials in January 2025. The boat can be adapted to suit the environment and operations of the end user and equipped to carry up to 12 people, making it ideal for tourism and ferrying activities – or fewer people and specialist equipment for Coastguard, servicing and event-based activities.

The boat carries 18kg of 350-bar hydrogen gas, supplied to a fuel cell, which in turn maintains charging to a battery bank that is used to power the two electric stern legs.

**www.fabrum.nz**
**www.kingwatercraft.com**

L&B's Morgan Brodie, left, receives the Award honouring L&B's 50 years of service as Raymarine distributors from Andy King, Raymarine's Vice President of Sales.

## RAYMARINE HONOURS L&B AT METS: '50 YEARS OF GREAT SERVICE'

**RAYMARINE, THE GLOBAL LEADER** in high performance marine electronics, has honoured Lusty & Blundell Ltd for its long history of successfully representing Raymarine in New Zealand and throughout the South Pacific.

The relationship began in 1974, when L&B introduced Kiwi boat owners to Autohelm, the world's first autopilot for recreational vessels, and L&B has been proudly "on board" with Raymarine ever since.

"For the last 50 years, it has been a wonderful honour to be able to share Raymarine's incredible innovations with our clients," says Mark Milburn, L&B's Managing Director. "Many of these have truly revolutionised and greatly improved the way we go boating."

They include the development of the SeaTalk™ language in 1989, allowing electronic devices to connect via single cable; the world's first marine multifunction display (the award-winning C Series) in 2004; and, more recently, the acclaimed Axiom™ series of multifunction displays; and ClearCruise Augmented Reality, which allows skippers to positively identify objects on the visual horizon using AIS, marine cameras and exclusive image stabilisation technology.

Presenting the award for long service to L&B's Morgan Brodie at METS, Raymarine Vice President of Sales, Andy King congratulated L&B for "an incredible 50 years of service as a Raymarine distributor".

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# SUNBEAM 29.1 GT

**SUNBEAM YACHTS AUSTRALIA** & New Zealand is never satisfied with the status quo. This is also the case with the SUNBEAM 29.1. Based on the current SUNBEAM 29.1, a GT model has been developed that focusses even more on performance and sportiness.

The GT (Gran Turismo) is characterised by consistent weight optimisation. The performance T-keel ensures less water resistance and more speed due to its unique shape. With a draft of 175cm, it offers the same righting moment with less weight. The twin rudder system is replaced by a single deep racing rudder, resulting in more precise steering. In addition, the GT variant has lighter hatches and covers as well as cork deck covering.

The removable bowsprit is 50cm longer, allowing for an A2 gennaker with 80m². The greater distance between the forestay and gennaker ensures easier handling. With a total of 110m² upwind, this provides even more downwind power. For classic regatta courses, a spinnaker with 75m² can also be set on the standard spinnaker gear.

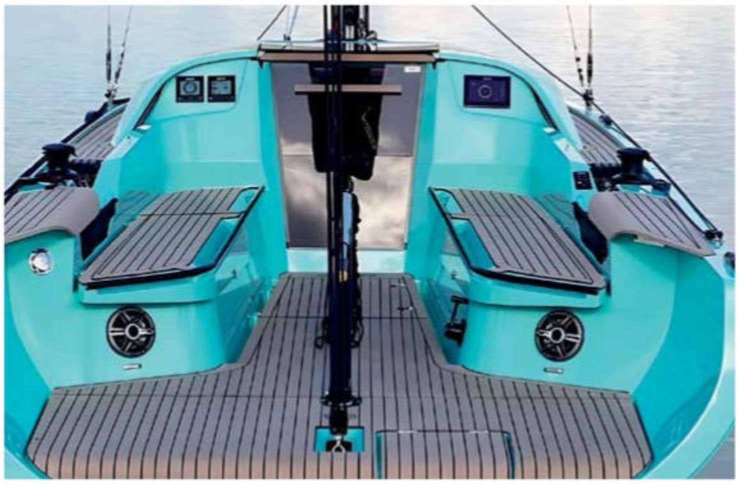
Instead of a pantry, a gennaker/spinnaker stowage bag is integrated, allowing for easy stowing of downwind sails in the cockpit. The forward berth can be replaced by a sail bag. Optionally, the SUNBEAM 29.1 GT can also be equipped with a carbon mast.

SA 1.6kW Aquamot Travel with a removable battery serves as propulsion and onboard electronics are omitted and replaced by an optional power bank.

Through these modifications, approximately 50kg of weight can be saved, depending on the equipment.

A variant with twin steering stations is available for both the SUNBEAM 29.1 and the GT version. This has successfully expanded the range between comfort and sportiness.

**www.sunbeam-yachts.com**



# NEW ZEALAND WELCOMES SUPERYACHTS

**AUCKLAND'S ANNUAL SUPERYACHT** Welcome Function in December marked the opening of the 2025 summer cruising season in New Zealand. Hosted by NZ Marine and Superyacht New Zealand and supported by 54 New Zealand companies, it saw a huge crew turn out, hosting more than 250 owners, captains, crew and industry leaders.

"We're thrilled to see such a robust turnout with the largest gathering of superyacht attendees in the Southern Hemisphere," says NZ Marine executive director, Peter Busfield. Out of the 50 visiting superyachts in New Zealand, close to 40 were represented at the welcome function.

"It's great to be back. We're demanding of shipyards, and having been in shipyards in the US and Europe, we're very happy with the quality of work here – and the structuring and transparency of the work and invoicing is fantastic," says Captain Gerhard, of the 86m yacht S/Y *Aquijo*.

The event's success reflects the work the New Zealand marine industry has put into attracting superyachts to its cruising grounds and facilities, with shipyard capacity and facilities rapidly increasing around the country.

A recent report detailed a whopping $212 million economic boost from superyacht visitors to New Zealand. That's in addition to five new vessels under construction. in New Zealand this year alone, adding approximately $250 million to the total.

Infrastructure is now in place to handle a 50 per cent increase on the existing number of superyacht arrivals.

The country's superyacht industry is committed to making New Zealand cruising information more accessible to the global industry. A close working relationship has developed between domestic companies and international superyachts and crew, as the local industry develops innovative products, and world-class refit facilities both at home, and travelling to meet yachts during their cruising programmes throughout the world.

**www.nzmarine.co.nz**

Superyacht captains and crews mingled with the New Zealand marine industry at the welcome function in December.

# CHARLIE BRAVO & ELAN UNITE

**INTRODUCING CHARLIE BRAVO BOAT CO. A NEW PLAYER IN THE NZ MARINE INDUSTRY IS MAKING WAVES AFTER BEING AWARDED THE DISTRIBUTION RIGHTS FOR ELAN YACHTS HERE IN NEW ZEALAND.**

With close to 25 years in marine sales and marketing roles, working with major global boat and electronics brands, company founder Cameron Burch is relishing a fresh start at the helm of Chalie Bravo Boat Co. a new business operating out of Z Pier at Westhaven Marina in Auckland.

"As we were working on the business plan, I made an approach to Elan Yachts as a brand I have long admired for doing things differently in the world of production boat building. We're very selective as to which brands we'll align with and their range of performance and cruising yachts is great. It's been getting harder and harder to distinguish one manufacturer from another as the designs have been converging in one, quite singular direction. Elan take a completely different approach and simply build boats better by combining advanced manufacturing techniques (VAIL infusion, for example) with well established production processes. The internal structures of these yachts (stringers and bulkheads, for example) are fully laminated into the hulls with their vacuum infusion process (no bonding or glueing of bulkheads here!). This produces an immensely stiff, strong composite with the added benefit of precise control over the weight and finish.

It sounds technical, and it is, but then the devil is always in the detail – to put it more simply, Elan Yachts use what I would call proper composite manufacturing techniques to produce boats that are as strong and offer the longevity of the composite boats we grew up on. It's a better build process that produces better sailing performance, and then there is the naval architect behind the design – Rob Humphrey is a very smart man!"

**Cam Burch**

We have various Elan Yachts available to view here in Auckland, including Elan's flagship E6 and GT6 models. Alongside the Elan representation, Charlie Bravo will be offering marine electronic sales and installation services. "I started my marine career in the electronics sector and, like yachting, it remains a passion. Charlie Bravo has a solution for everyone – big boats and small, power & sail – plus decades of experience and knowledge in that electronics sector."

There are more announcements to come in the coming months as Charlie Bravo brings other products and services into the portfolio.

"I think we've forged a great reputation for delivering straight up, honest advice to provide the right boat or system solution for each client," says Burch, "it's exciting to be moving into business ownership and we look forward to continuing to grow the long-term client and supplier relationships formed over so many years in the NZ Marine industry."

**Give us a call – for the love of boating.**

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WORDS BY **TOM O'NEIL** PHOTOGRAPHY **SUPPLIED**

**WELCOME TO 'A VERY BRIEF HISTORY OF...' RESEARCHING THE HISTORY OF EVERYDAY MARINE TECHNOLOGY, INNOVATION AND EVENTS KIWI BOATIES LOVE (OR LOATHE).**

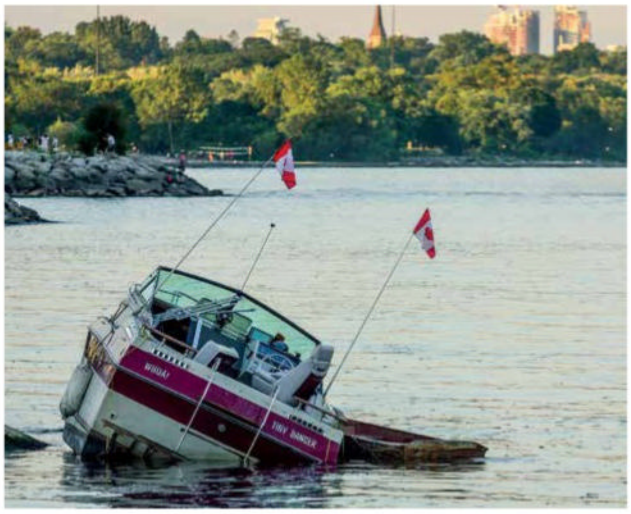
# Distress signals

The standard maritime distress signals we use today are universally applied and understood, but that wasn't always the case.

Hopefully most of us in our boating lives have never had to issue a 'Mayday' call, but have you ever wondered where this call (and others, like 'SOS') come from?

## THE OLD, OLD DAYS...

Prior to wireless communications, mariners had used a wide range of distress signals including semaphore flags, signal flares, bells, and foghorns. However with the invention of radio in the late 1890s, the concept of maritime distress calls quickly took off.



Initially, though, cooperation to standardise these signals was limited by national differences and rivalries between competing radio companies. This confusion led to the first American ship to ever send a wireless distress call, simply sending the signal 'HELP'...

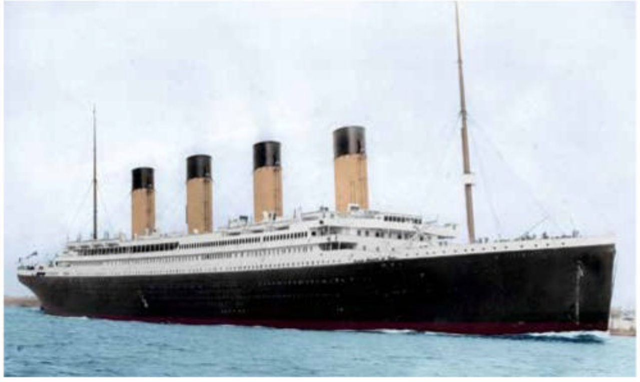
## CQD

Individual businesses were left to develope their own unique practices and in 1904 the Marconi International Marine Communication Company specified that "the call to be given by ships in distress or in any way requiring assistance shall be CQD". The initials 'C' and 'Q' were commonly used by telegraph operators as a general call to any ship or land station at the time, and so the 'D' was added for 'Distress'. While this was used worldwide by Marconi operators, 'CQD' was never adopted as an international standard, since it could be mistaken for a more general 'CD' call in areas of poor reception.

## SOS

At the first International Radiotelegraphic Convention, held in Berlin in 1906, Germany's *Notzeichen* (three-dots three-dashes three-dots) was adopted by many as the international distress signal, as it was easy to send and for the recipient to make out.

The first ships to have officially transmitted an SOS distress call were the Cunard ocean liner RMS *Slavonia* on 10 June 1909 in the Azores and the steamer SS *Arapahoe* on 11 August 1909 while off the North Carolina coast of the US.



## THE *TITANIC*

Sadly, due to inter-company rivalry, there was still resistance among Marconi operators to adopt the new SOS signal. On 15 April 1912, RMS *Titanic* radio operator (and Marconi team member) Jack Phillips initially sent CQD, which was still commonly used by British ships at that stage. Harold Bride, the junior radio operator, suggested using SOS, saying as a joke "it might be his last chance to use the new code". Phillips then began to alternate between the two, but sadly perished in the sinking.

## MAYDAY

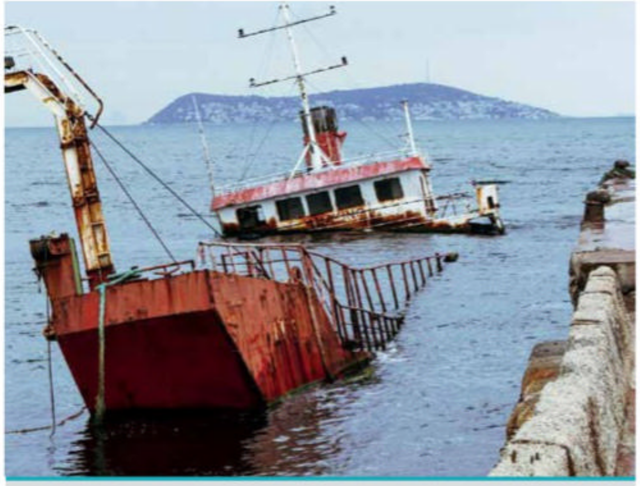
As technology developed, the need for a spoken distress phrase was required, and came to us through Frederick Mockford, Officer-In-Charge of Radio at Croydon Airport in the UK. Mockford was requested to come up with a word that would quickly indicate distress and would be easily understood in an emergency. Since a large amount of the air traffic at the time was between Croydon and Le Bourget Airport in Paris, he suggested the term 'Mayday' from the French *m'aidez* ('help me'), which was then was adopted as the spoken equivalent of SOS at the International Radio Convention of 1927.

## PAN-PAN

The signal 'Pan-Pan' (from the French word *panne*, which means failure or breakdown) was created to declare to potential rescuers that an urgent problem exists, but for the time being, does not pose an immediate danger to anyone's life or to the vessel itself. This is very different to a Mayday call which requests all available ships to drop all other activities and immediately begin a rescue.

## LEARN THE CALLS

As responsible boaties, we should all be familiar with how to send clear emergency messages, as well as ensuring our vessel call sign is easily visible beside the radio. Spending some time now to refresh yourself may in the future make the difference between a very good or a very bad day at sea. BNZ



**NEXT TIME** Tom traces the origins and subsequent development of personal watercraft (PWC).

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# BIG GEAR

Featuring a 9.7m stepped tri-hull, an aerodynamic cabin top and deck, and a pair of Suzuki DS350s, *S.J. Seahawk* pushes the boundaries of trailer-boat capabilities.

review

## S.J. Seahawk

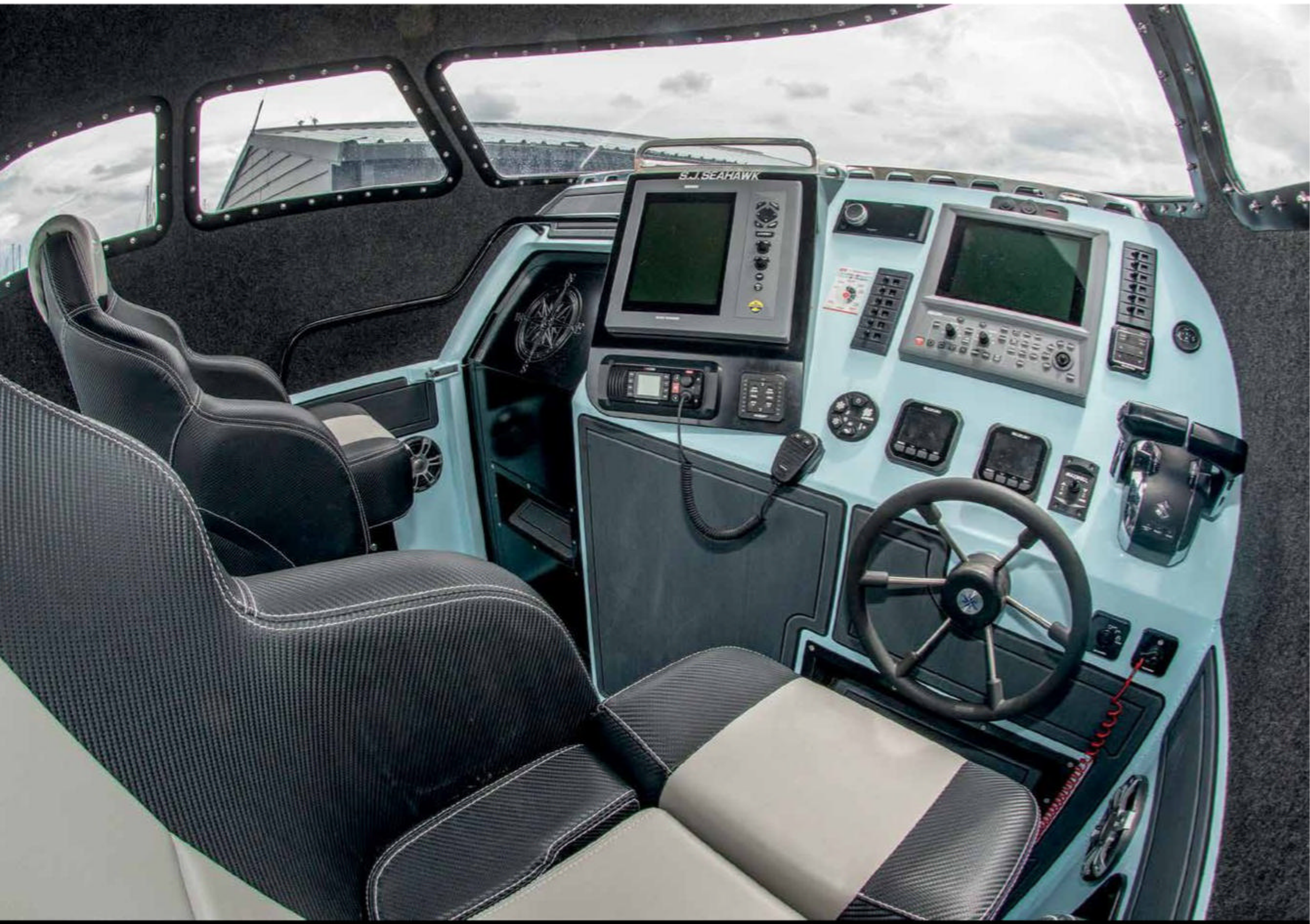
WORDS BY **KEVIN CUDBY**
PHOTOGRAPHY AND VIDEO BY **SIMON HOYLE/SOUTHLIGHT PHOTOGRAPHY**

We met *S.J. Seahawk*'s owner and designer, Phillip Morris, at Wellington's Seaview Marina on a warm late-spring afternoon, with a 10-knot breeze driving a light chop. We wanted more chop and as it turned out, so did the boat.

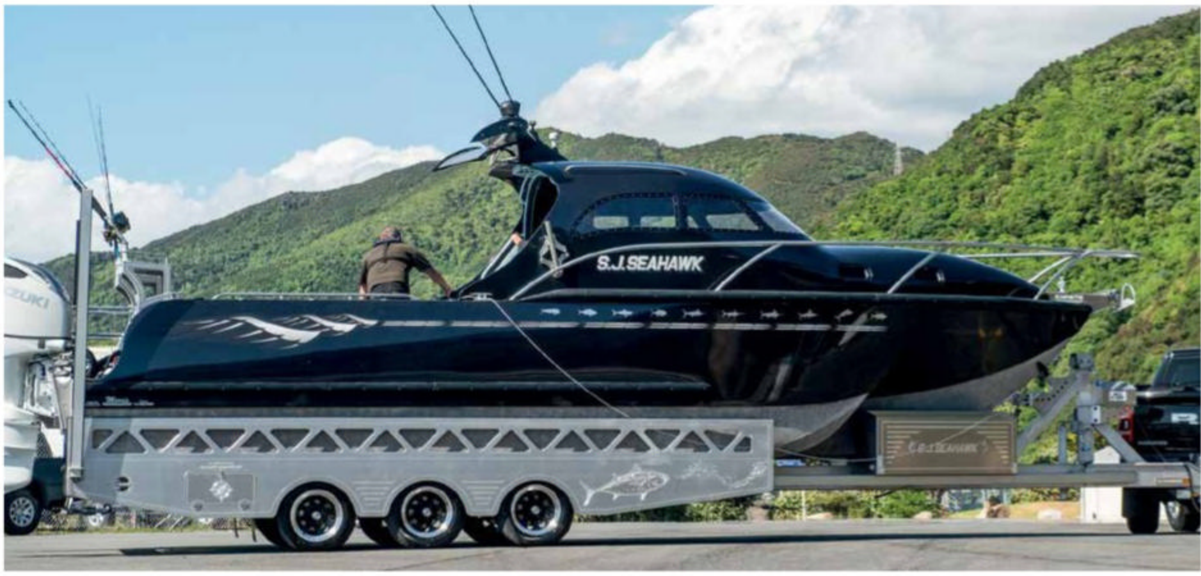
Manoeuvring around the marina, this boat handles very much like a smaller vessel, with one useful difference. There is a wide gap between the outboards, so steering via the throttles works very nicely.

Out on the harbour, the first thing we noticed was acceleration. Lots of it. There's no climbing onto a bow-wave or powering out of a hole. This thing just goes. Directly into the chop from a standing start, we saw 32 knots in 9.5 seconds and a top speed slightly north of 54 knots (100kph).

Phil built this boat for sport-fishing the Wairarapa Coast. Cruising at 3,800rpm (30-35 knots depending on weather), his crew can reach Cape Palliser an hour after leaving Seaview Marina. Fishing out there, you need a boat that can get home fast. The area cuts up quickly, and you need to reach Fitzroy Bay before the Turakirae Head wind factory hits full production.



**_S.J. SEAHAWK_'S THREE-AXLE TRAILER FEATURES STOWAGE FOR THE SIDE GUIDES, TO KEEP IT INSIDE THE 2.5M-WIDE ROAD LIMIT.**



We were disappointed that we couldn't run hard into a big chop. The bow on *S.J. Seahawk* looks sharp enough to cut bait and we expected a softish landing. Phil's design target speed was 50 knots plus. The technical consultants at Suzuki Marine thought that was a bit optimistic. Based on *S.J. Seahawk*'s size and weight, they recommended 19-inch propellers suitable for a top speed of about 45 knots. First time out, the engines revved off the spec sheet.

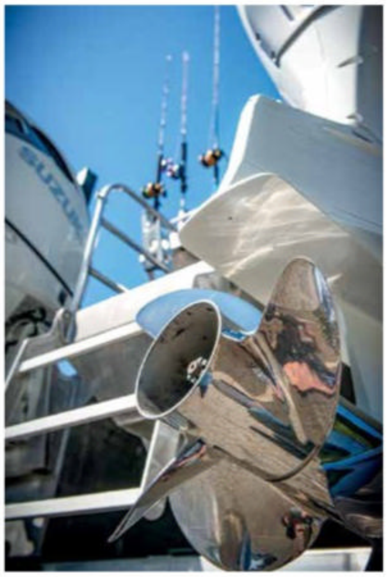
Graham Kennedy of Suzuki Marine explains that the hull traps a lot of air, which makes it exceptionally efficient (slippery). In addition, the rounded cabin top cuts air resistance, and the top-mounted wing generates about half a tonne of lift at 54 knots, reducing the boat's effective weight. With 25.5-inch props the boat still seems slightly under-propped. That's great! It means the added weight of a really big fish won't hurt the boat's performance.

Phil reckons the wing reduces rolling. To verify the wing's performance, Phil and his team mounted the wing on the back of a truck and drove along the Wellington motorway,

**ABOVE L & R** Sumptuously-appointed cabin and a console with all the latest tech.

**LEFT** The trailer is designed for long distance towing on New Zealand roads. All up tow weight is 4.5 tonnes.

**RIGHT** The Suzuki 350hp outboards each have dual contra-rotating stainless steel propellers.



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monitoring the lift with electronic scales. They got some interesting looks.

On board, we were having a lot of fun. At 50-plus knots there was no thumping or jarring from the near half-metre chop, only a bit of hull noise to prove you were crushing waves. The foam-cored carbon fibre top is rock-solid. The forward seats provide plenty of side support, deep padding, and well-positioned footrests. With plenty of grab-rails, this boat delivers a comfortable ride whether you're sitting or standing.

The steering system adapts to the power level, becoming less touchy as the speed/power increases. Below about 25 knots the turning circle is only a few boat-lengths: Above 30 knots, the turning circle grows massively. Phil explained that the system can be programmed to deliver tighter turns at speed.

One aspect takes a bit of getting used to: unlike a monohull, this boat leans outward in turns.

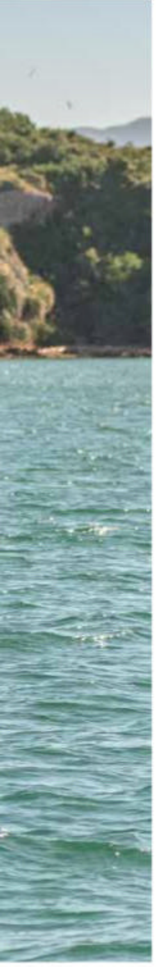
Running over our own wake gave a good idea of how this boat will handle a quartering following sea. There's a quick rolling motion as the sponsons walk their way down the chop. In spite of that, the boat holds its course well.

Designed as a dedicated sport-fisher, *S.J. Seahawk*'s cockpit has more than enough room for four or five

THERE'S NO CLIMBING ONTO A BOW-WAVE OR POWERING OUT OF A HOLE. THIS THING JUST GOES.

**LEFT** Ready for launching; The vessel leans outwards in turns.

**RIGHT** *S.J Seahawk* is purpose-built for long-range fishing expeditions.



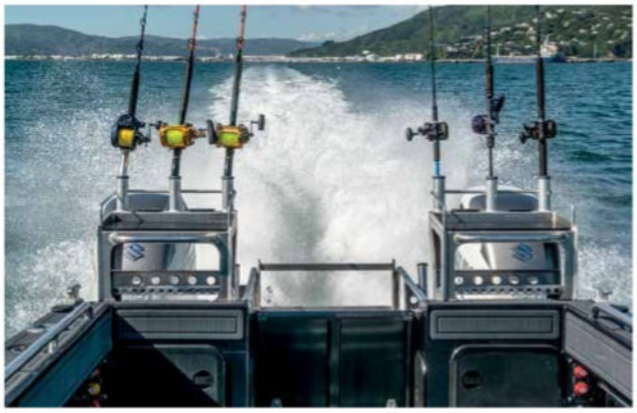
fishos. The side-decks have plenty of rod holders and grabrails that are as good looking as they are functional. Wide full-length side panels allow stand-up fishos to brace themselves when fighting Wairarapa Coast monsters. A wide transom door gives access to a full width platform forward of the engines. The boarding ladder doubles as a safety rail across the aft edge of the platform. When deployed, the bottom rung is deep enough to be useable even in rough water. Bait stations either side of the transom door feature yet more rod holders. Those bait stations are far enough inboard that they don't interfere with docklines made fast to the aft mooring cleats.

The cockpit is fully watertight, with a bulkhead between the small cabin and the helm station. The outward opening transom door has drain holes, and opens easily when needed. The cockpit floor has fixings to accommodate custom-built units such as a dive-bottle rack or extra seating.

The deck and cabin top is a one-piece foam-cored carbon-fibre composite unit that weighs all of 63kg. Near the aft end of the dodger, a hefty alloy frame supports the cabin top. This frame also takes the half-tonne lift from the wing and supports the trolling outriggers mounted on the sides. When trolling, Phil and his team also use a centre-rigger.

Before building *S.J. Seahawk*, a 3D model of the boat was developed in Solidworks. This allowed Phil and his team to check the headroom. The end result is that there's no risk of accidentally banging your head inside this boat. The carpet-lined dodger is completely smooth, apart from the alloy hoop frame, which is high enough not to pose a threat.

*S.J. Seahawk*'s anchor is fully accessible and operable via two hatches in the cabin, but there should be no need to go up on the foredeck in normal circumstances. However, it's not too difficult to get up forward. The decks have great non-skid, and the grabrails and outer rail are made of large diameter tubing that's great for getting a really strong grip. We would have liked a grabrail on the back of the dodger. The grabrails on the dodger top and cabin top could do with more clearance for the



fingers, and it's a bit of a tight squeeze getting up onto the side deck.

*S.J. Seahawk* is a development of the 7.6m *Eliminator*, which Phil and his team built 26 years ago. Out on the water, it was clear that the new boat embodies a lot of lessons learned from all that time spent fishing on the old boat. We were rapt to discover that Phil had saved the best for last. As we approached the ramp, Phil's mate backed the trailer down until the ute's drawbar was just short of the water's edge. Those Suzukis stayed in gear as we cruised toward the trailer. Once the bow passed between the side guides Phil gave her a bit of throttle and she slid right up the trailer. A loud click from the boat lock signalled that she was secure.

On the trailer, the boat is surprisingly high above the ground. Phil explains that this allows him to drive on without tilting the motors. "You lose steerage if you tilt the motors," he said. Phil launched his previous boat at wild beaches like Ngawi, where there's no second chance. You put the boat on the trailer, or you park it sideways. We asked if he planned to fish this boat out of Ngawi. "Probably," he said, although this boat can reach Ngawi quicker on its own bottom than by road.

*S.J. Seahawk*'s three-axle trailer features stowage for the side guides, to keep it inside the 2.5m-wide road limit. The braking system has stainless steel rotors and calipers on all three axles, with an electronic control system that communicates with the braking system in the Dodge RAM 2500 ute. Testing for its certificate of fitness, the ute, trailer, and boat combo stopped in the same distance as the ute achieves with no trailer attached. The control system has separate trailer-brake settings for loaded and unloaded. And, if the trailer becomes detached, the control system applies the trailer brakes.

Phil's ute has several features that help simplify towing such a big load. It has five cameras which adjust their angles and field of view when backing the trailer, and the proximity sensors also adapt to the trailer's presence. When he first built *S.J. Seahawk*, he found that a petrol V8 RAM 1500 did the trick OK. However, the Cummins diesel in the 2500 is so much better that Phil found himself checking his wing mirrors to make sure he still had the boat on.

*S.J. Seahawk* will be trailered to fishing competitions around New Zealand. With enough fuel for a range of over 250 nautical miles, she can fish most popular New Zealand game-fishing spots on a day trip.

Morris Metal Products has been marketing powerboats under its 'Eliminator' brand for several years. It's keen, and well-equipped, to custom-build more boats based on the *S.J. Seahawk* design. This boat first hit the water in late winter 2024, just in time for the southern bluefin tuna season. Phil and his team broke the ice with a solid 80kg southern bluefin. In addition to sport-fishing, the concept lends itself to a range of applications requiring a fast, economical trailer boat with heaps of cockpit space.

### *S.J. Seahawk*

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**HIGHLIGHTS**

- Fast, long-range maxi trailer-boat
- Stable, efficient hull
- Excellent layout for stand-up sportfishing
- Advanced trailer simplifies towing, launching, retrieving

**SPECIFICATIONS**

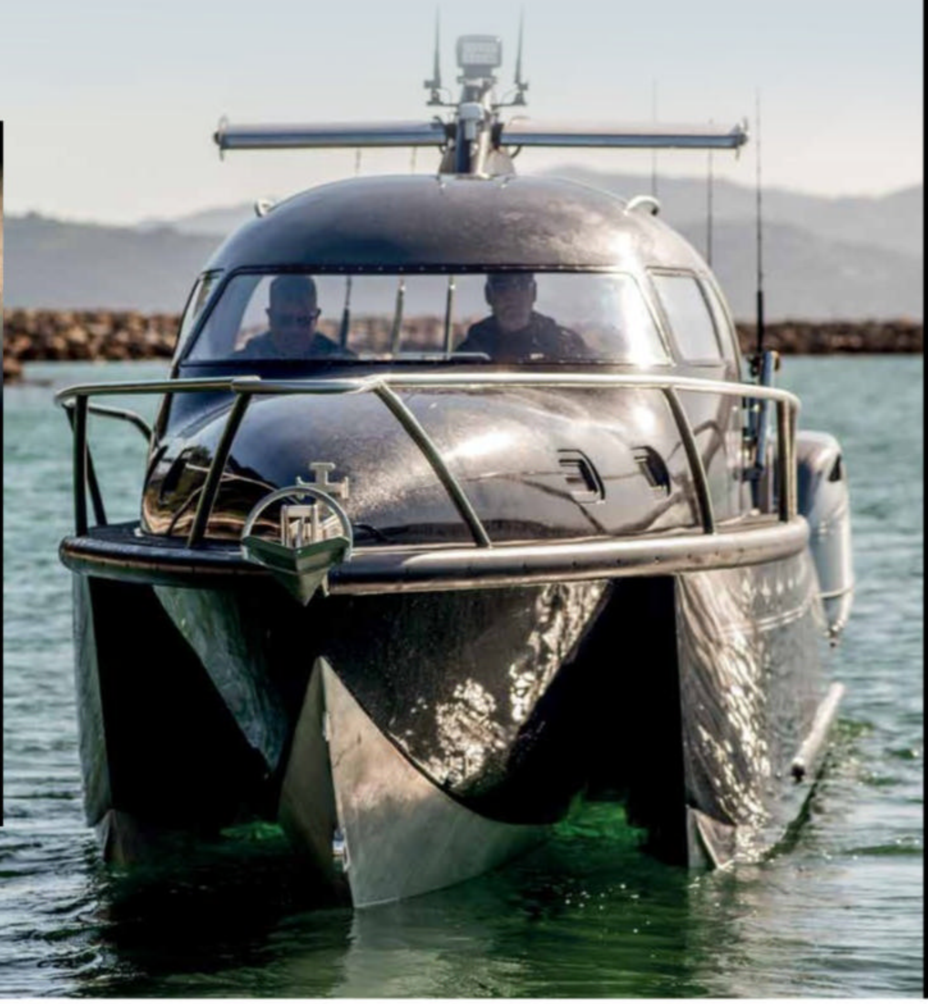
**hull length** 9.7m
**beam** 2.5m
**draft** 0.45m
**power** Twin Suzuki DF350 dual prop
**fuel consumption** 74 litres/hour (total) with both engines @ 3,800rpm
**fuel capacity** 630 litres
**operating range (est.)** 255nm @ 30 knots
**construction** Aluminium hull, Carbon fibre composite cabin, fibreglass hull/cabin top interface

**TRAILER**
**axles** 3
**total loaded mass** 4,570kg
**unloaded mass** 1,500kg
**recommended tow vehicle** RAM 2500 or equivalent

**WATCH IT ON YOUTUBE**

**ABOVE** The embossed compass rose is a nice detail

**RIGHT** The carbon fibre and foam superstructure is rock solid.



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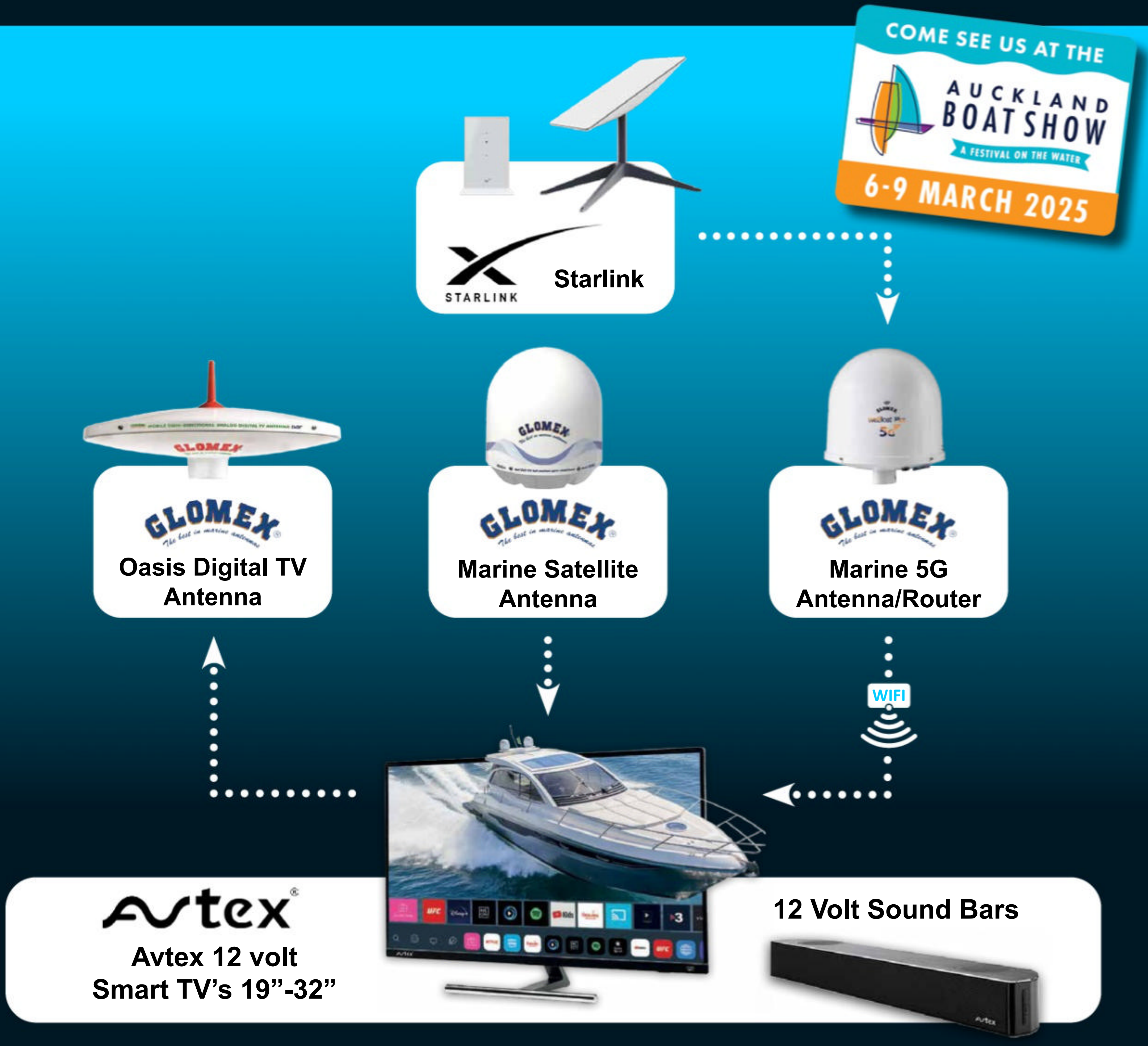

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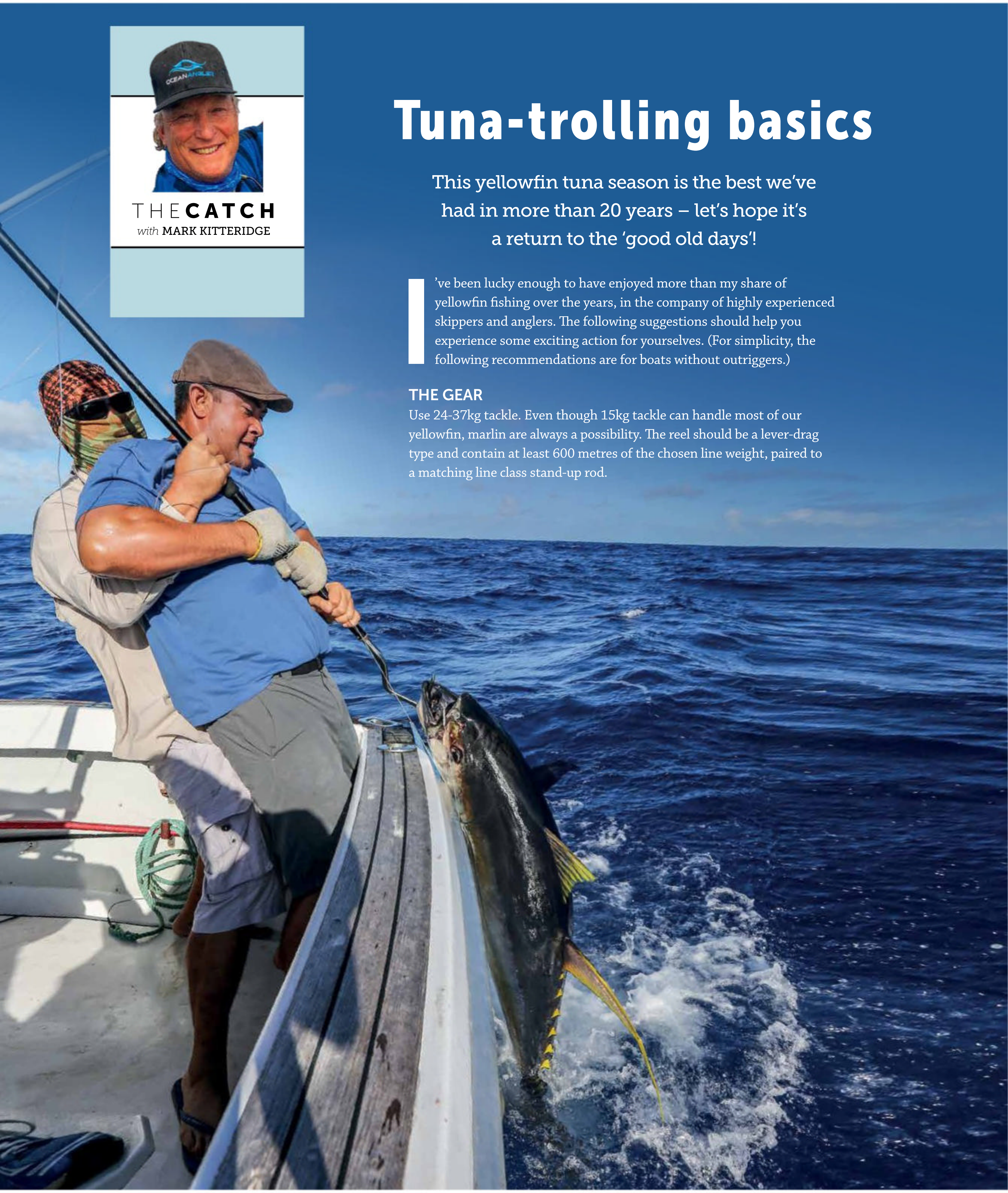


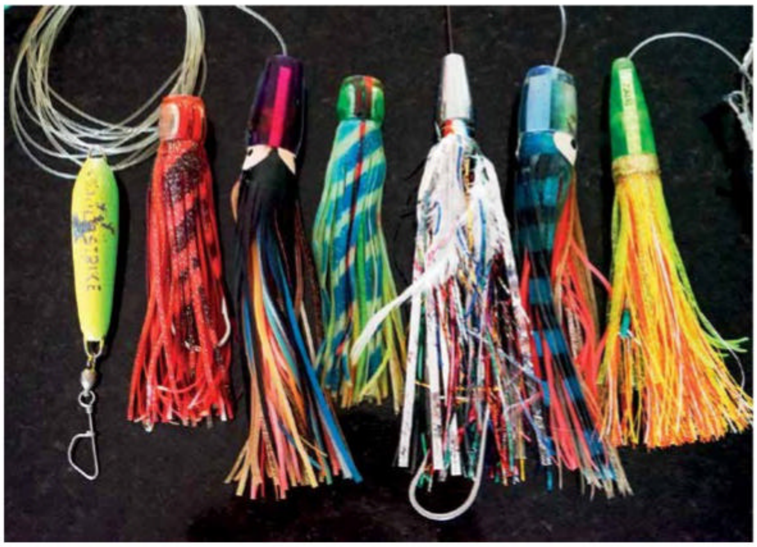
# Tuna-trolling basics

This yellowfin tuna season is the best we've had in more than 20 years – let's hope it's a return to the 'good old days'!

I've been lucky enough to have enjoyed more than my share of yellowfin fishing over the years, in the company of highly experienced skippers and anglers. The following suggestions should help you experience some exciting action for yourselves. (For simplicity, the following recommendations are for boats without outriggers.)

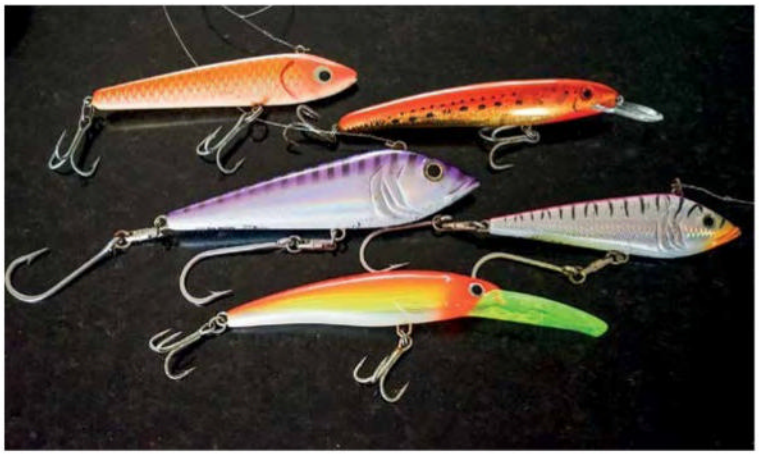
## THE GEAR

Use 24-37kg tackle. Even though 15kg tackle can handle most of our yellowfin, marlin are always a possibility. The reel should be a lever-drag type and contain at least 600 metres of the chosen line weight, paired to a matching line class stand-up rod.

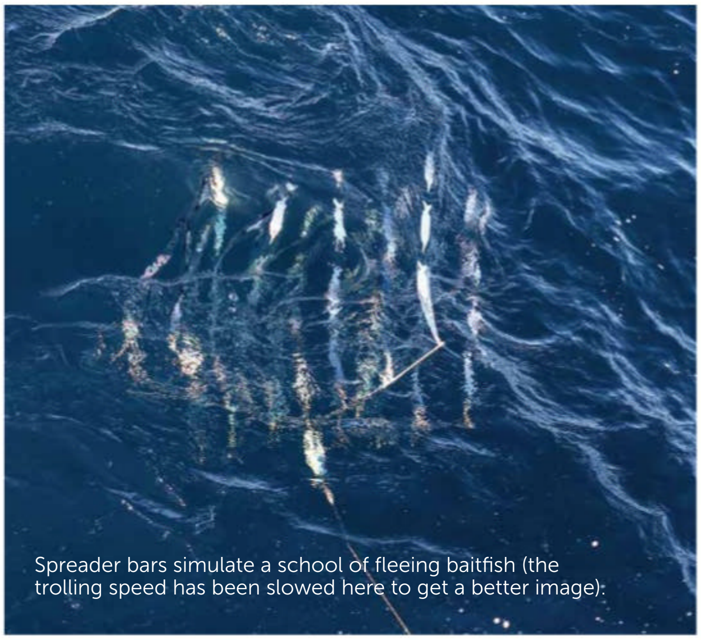


**ABOVE** Several suitable skirted lures, also including a trolling weight for presenting pointy-nosed lures subsurface.

**BELOW** Here are some examples of bibbed and bib-less minnows. Note that the wire is for tropical use only.



**ABOVE** This is a trolling pattern for marlin, but it shows how the lures should be staggered and placed on the wave faces.



Spreader bars simulate a school of fleeing baitfish (the trolling speed has been slowed here to get a better image).

## SUITABLE LURES

Relatively small to medium-sized skirted lures are typically used in the trolling pattern, but as yellowfin can prefer a lure presented sub-surface, it pays to have at least one bibbed or bib-less minnow in the mix.

This minnow should be around 180-230mm in length, armed with single hooks if possible, and rigged on 100-200lb leader (the bigger the lure, the thicker the trace can be). However, thinner trace cuts through the water more effectively and allows the minnow to perform better, making leader choice something of a balancing act. Bulky connections can affect the way the water moves onto the lure too, so keep them as compact as possible.

Nomad, Rapala, River2Sea and Halco all make excellent trolling minnows rigged with single hooks.

As for the skirted lures, many of the more effective models have small faces that see them slipping and/or weaving seductively through the water and creating only a small bubble trail. This combination makes them easier for fast-moving tuna to hit.

Ideally the lure spread should have a medium-sized 'pusher' in the mix as well, as the extra water they displace attracts and excite predators, including marlin.

Popular colours include green and yellow (the addition of red or orange is a combination popularly known as 'Fruit Salad'); orange, yellow and chartreuse (also called 'Zucchini'); brown and pink ('Angry Squid'); lumo green and blue ('Lumo'); blue, silver, gold and pink ('Evil'); as well as black and purple ('Baitfish').

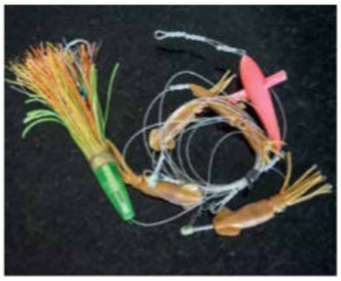
The smaller, more streamlined lures work better when rigged with 200-250lb monofilament leader and a single 8/0 or 9/0 closed-gape hook (i.e. 7691S), while small- to medium-sized pushers tend to suit 250-300lb trace and 9/0-10/0 hooks.

## TEASERS

The more fuss, flash and disturbance generated behind the boat the better, which is where teasers come in. The three most popular are spreader bars, daisy chains and bird teasers, and many top tuna crews deploy all three, sometimes all at once!

Spreader bars consist of heavy cord attached to a horizontal bar trailing three or more strings of prey imitations; these might be rubber squid or flying fish, or simply images of baitfish printed onto lengths of tough, flashy tape. All are designed to look like a school of panicking prey splashing across the surface, and should be set very close to the boat's stern so they don't tangle with the lure spread set behind. However, spreader bars are a bit of a hassle to store and quickly retrieve – and they can get badly tangled. So, many fishers opt for daisy-chain teasers instead. These generally consist of a line of small squid, which are rigged on the leader in front of a slightly bigger tuna lure. Many of these work best when a 'bird teaser' is added as a connection between the main line and daisy-chained leader. Bird teasers work as advertised, skittering along the surface, their small 'wings' thrashing the water to a foam. They really can make a difference!

The capture of a large yellowfin is cause for celebration!



**ABOVE** The addition of a daisy-chain teaser often attracts extra bites.

**RIGHT** The writer's favourite tuna lure: a Zuker ZTWG in 'zucchini' colours, with a daisy chain and bird teaser added.

## LURE PATTERNS

Without outriggers, all the lures must be run off the rod tips; four outfits can cover the boat's prop wash pretty well. However, for those who believe they can never have enough lures out, the rocket launcher can allow a fifth lure to be set in the 'caboose' position, well back out of the wash. Keep in mind, though, that multiple strikes are common when tuna fishing – you don't want five fish on at the same time with only two people on board!

The lures should be positioned so they 'swim' down the bottom half of the successive pressure waves the boat makes pushing through the water. For the uninitiated, the roiling wash behind the boat can appear completely random, but more careful observation shows that the waves behind the boat regularly push up behind the boat at certain points. Usually five wave or wake 'lines' can be seen stretching out behind the boat, and the lures are set to take advantage of the swimming energy available on the lower part of each wave face.

Finally, when setting a lure pattern, try to stagger the lures so they are  less likely to catch on each other in rough weather or if the boat makes a sharp turn. The following is one possibility…

### PRESSURE WAVE TWO

**Option A:** This is where the spreader bar is often positioned, tied to a strong cleat, as we want it close to the boat so fish are drawn through our lures, but also out of the way of our lines.
**Option B:** Replace the teaser with a bibbed or bibless minnow. The line should enter the water at this position, with the lure itself throbbing and flashing about four or five metres further back.
**Option C:** Set the minnow on the spreader bar on the opposite side of the boat. N.B. It is best to set the minnow closest to the stern, but far enough back to avoid the propeller's bubbles, which can destabilise the lure and cause it to fly out the water. However, the minnow also needs to be run close enough to avoid the skirted lures sweeping across and catching up on the line during turns.

### PRESSURE WAVE THREE

Run the first of the skirted lures here; if the water is quite rough, it may be necessary to reduce the line's angle of entry with the water to stop the lure flying out. This is done by attaching a 'Roller Troller' or similar clip (or even a #32 rubber band wrapped 10 times around the line) to a lower part of the rod, or to the reel. The flatter line angle helps keep the lure swimming in the water.

### PRESSURE WAVE FOUR

Typically lures in this position are also run from the rod tip, and may be placed to take advantage of the spreader bar. For that reason, this position should be occupied by a prime tuna lure or perhaps a modest-sized pusher lure, just in case a marlin shows up.

As many lures fail to work properly when set too far behind the boat(i.e. remain in a perpetual state of motion, ideally trailing a bubble trail before emerging on the surface for another brief 'gulp' of air before diving under again), anglers sometimes set the last lure on the same pressure wave as the third lure, but from the opposite side of the boat's transom so there's sufficient distance between the two.

### PRESSURE WAVE FIVE

Any surface tuna lure set this far back (and beyond) without the aid of outriggers should have a small, fluttering bird teaser in front of it, as in addition to adding valuable water disturbance ahead of the lure, it holds the lure up near the surface and 'smoking'.

## FINAL TROLLING TIPS

- Troll for tuna at 7-9 knots, and if you get a strike, keep going for 30 seconds or so to possibly hook more.
- Look for concentrations of gannets feeding on baitfish, as well as dolphins either feeding or just cruising, as both commonly accompany yellowfin tuna. However, if you do find dolphins feeding, avoid going through the middle of the workup but instead skirt the extremities.
- Tuna can be found in surprisingly shallow and green water, so if you find lots of baitfish activity, don't be surprised to find tuna nearby.
- Buy a Black Magic Stand-up Harness System – they're still the best available and you won't regret it.
- Use strong fixed-head gaffs to secure tuna, but be patient and wait till you are confident of nailing them in the upper body. Whack it in the tail and chances are you'll lose the gaff or end up in the water with the fish!
- The gaff is placed in the tuna's upper body as they can be big, powerful fish! BNZ

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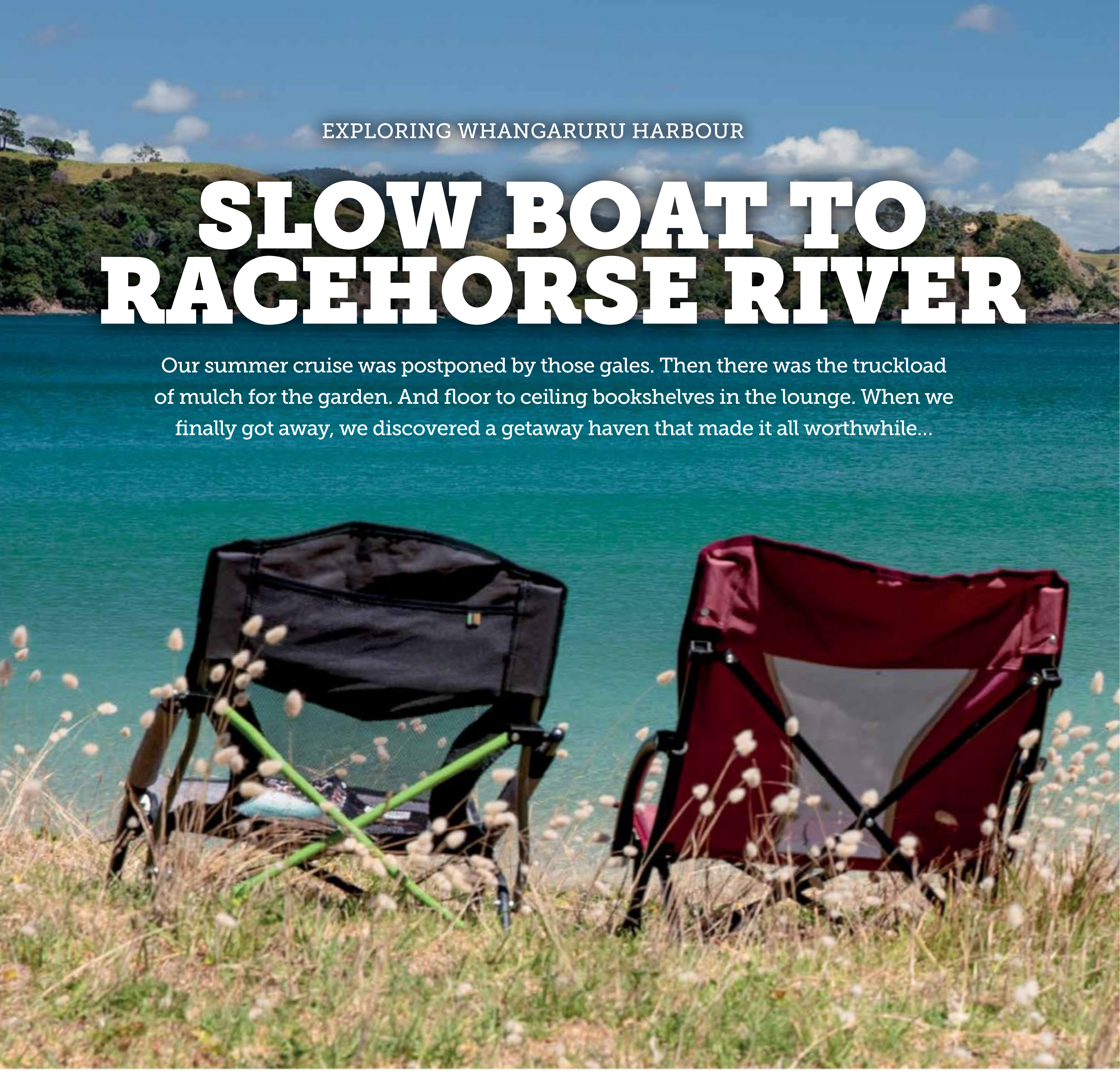
# SLOW BOAT TO RACEHORSE RIVER

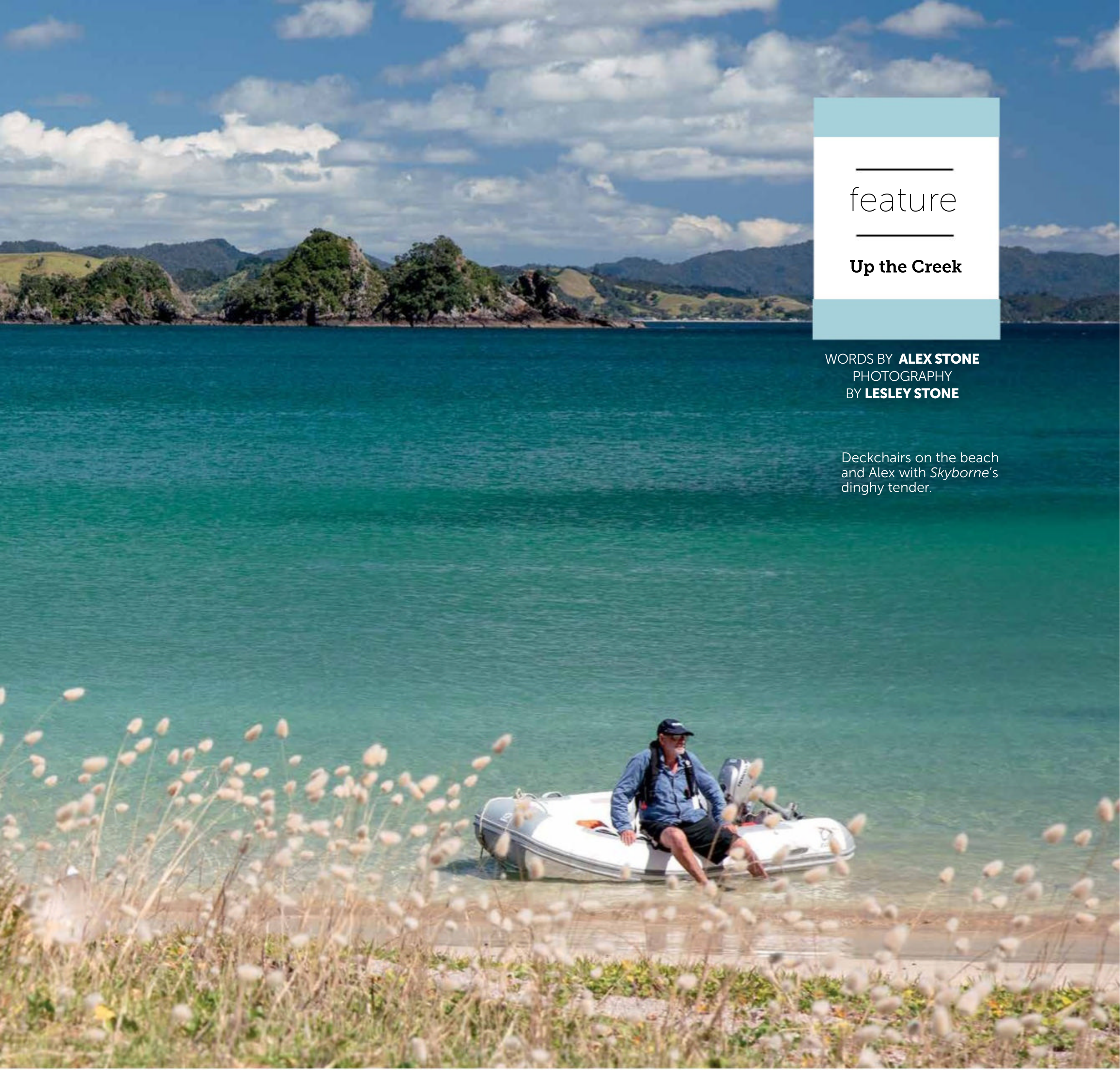
Our summer cruise was postponed by those gales. Then there was the truckload of mulch for the garden. And floor to ceiling bookshelves in the lounge. When we finally got away, we discovered a getaway haven that made it all worthwhile...



Introducing yourself in the proper Māori way, the second of one's cardinal points of identity, after your significant maunga (mountain), is the river (awa) that means everything to you. This can also extend to being any other kind of waterway – an estuary, a coastal channel, a lake system, a harbour.

The people who have Whangaruru Harbour, estuary and their catchment rivers in Te Tai Tokerau Northland must be especially blessed to have these as their stretches of water that matter. For they are exceedingly beautiful.

From Mimiwhangata Bay in the south to the feed of the idiosyncratic Racehorse River from the north, the long,



feature

## Up the Creek

WORDS BY **ALEX STONE**
PHOTOGRAPHY
BY **LESLEY STONE**

Deckchairs on the beach and Alex with *Skyborne*'s dinghy tender.

southeast-facing harbour has havens aplenty. The nautical charts have the shores studded with anchorages, and on closer in-person on-boat inspection, there are many more. The valued nature of the inlet is further emphasised by the number of old pā sites lining both shores – six in one particular one-mile stretch alone, between Onohokoa (Bland Rocks) and Motukehua (Nops Islands.) It's also a place of poetic place-naming – in both languages. [See strip map box of place names lining the harbour.]

And so it was that Lesley, *Skyborne* and I found ourselves exploring the upper reaches of Whangaruru. Its name means 'bay of shelter'; and we needed exactly this after heading up the east coast north of Whangarei in stiff breezes.

Some more place name trivia: the name Whangaruru is a direct linguistic cognate with Honolulu in Hawaiian, naturally a related Polynesian language. I imagine the Whangaruru locals would chuckle at being considered the Honolulu of New Zealand…

Rounding up around the spectacularly jagged Rimariki and Motuwharariki (the Wide Berth Islands) and entering the wide berth of Mimiwhangata Bay, we felt we were entering the embrace of somewhere new and special. An added bonus for any sailors finding overnight anchorage. We were not alone, for in a cosy little bay just inside Paparahi Peninsula at the western end of the bay, and behind more sheltering islets, was a big raft-up of holiday cruising boats.

The next morning we visited the DOC campsite at

**THIS PAGE** Whangaruru's new Coastguard boatshed; *Skyborne* in the upper harbour opposite the old wharf. INSET: An intel board.

**OPPOSITE** Whangaruru Coastguard boatshed, photukawa flowers, gannets fighting over a mullet, and Whangaruru boats and jet-skis.

Waikahoua, one of the beautiful golden sand beaches of Mimiwhangata. Where we found people relaxing in the most authentic manner. I especially admired the couple sitting side-by-side in deck chairs, looking out to the bay, and each reading an epic novel. Good on them.

Mimiwhangata has long been a restricted fishing area, a limited-take zone, and was the subject of study of its biodiversity for nigh on 50 years by the late, great marine biologist Dr Roger Grace. In this regard, it has been used in comparison to the nearby Poor Knights Islands, which changed from being a limited take area in 1981 to becoming a full marine reserve. As we all know, the Poor Knights blossomed into a world-renowned dive destination. Such dramatic transformation hasn't been observed at Mimiwhangata,

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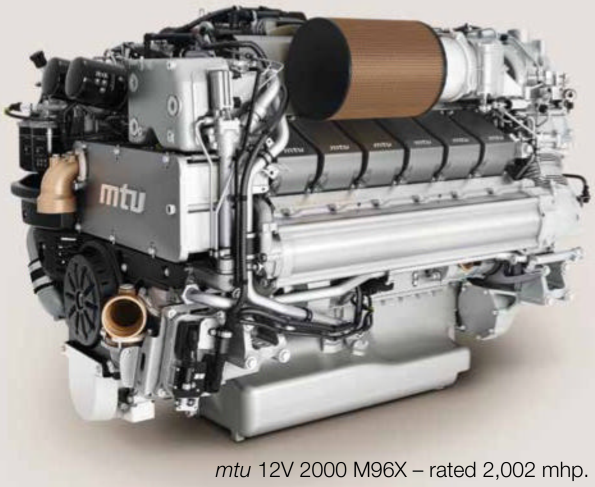

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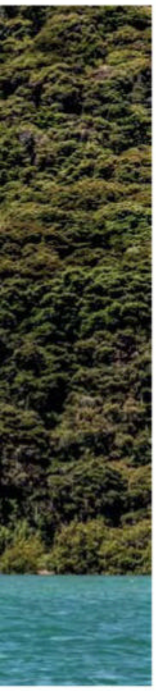


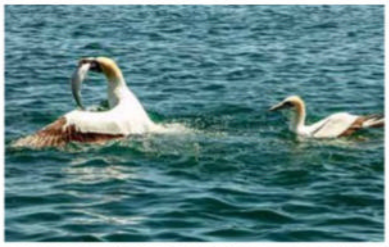
showing that limited-take areas are not nearly as effective at restoring biodiversity as real marine reserves. Apart from all their other summer hols leisure pursuits – with kayaks, sailing dinghies, stand-up paddleboards, windsurfers – the campers at Waikahoua weren't kitted out for snorkelling or scuba-diving.

Though on our way back to *Skyborne* in the rubber dinghy, we were startled by a tākapu gannet diving into the water right by us. When the bird surfaced, it had an over-large mullet struggling in its beak. We were mystified how the gannet might be able to swallow such a huge breakfast. Another gannet did too, and immediately joined in fighting the first catcher for a share of the spoils. The barney continued long enough for Lesley to retrieve her camera from its waterproof bag and get the shot of the over-successful hunter paddling away, and – somehow, astonishingly – getting the still wiggling fish down its gullet. With its payload, it couldn't take off again for some time, though.

While we upped anchor and took off northwards for a tiki tour of the harbour, culminating in an Up the Creek adventure in the Racehorse River. Which, as the classic *Pickmere's Atlas* of hand-drawn family maps tells us, '...sometimes has a double tide, the tide may rise for two hours then recede rapidly for a short period before returning to full tide.'

But that's quite a way away. It's about seven nautical miles up Whangaruru Harbour from the sands of Mimiwhangata to the mangroves at the mouth of the quirky river. And much to check out in between.

Like the lovely seaside settlements lining Helena Bay, flanked, almost ominously by some Russian oligarch's getaway



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**THIS PAGE, TOP** Rope swing at Whangaruru's Upper Bay; Boats rafted up at Mimiwhangata; Campsite at Mimiwhangata.

**BELOW** A family exploring Racehorse River in kayaks.

pad at the northern side of the bay. With all its windows shut by thick roll-down blinds (obviously the billionaire and co weren't in residence), it kinda glowered at the bay. Though everyone else along these shores, Kiwis enjoying their high summer holidays, reflected quite the opposite. Dads in their recreational fishing boats taking time out to provide squealing thrills for the kids by towing them on those rubber-raft armchairs or donuts; sea kayaks and windsurfers everywhere; and here's a couple just cruisin' on a classic Phase Two dinghy, complete with sails patched with gaffer tape. At Ohawini Bay, the greatest collection of RV campervans I've ever seen, glittering in the January sunlight. A wee ways further up, we admired the floating swimming platform, that sported a kids' slide which would deliver said patrons straight into the briny. And, naturally, baches and whanau tents-in-the-gardens everywhere.

About two-thirds of the way up the harbour, just by Motukauri Island, port and starboard marker posts appear. The harbour is still plenty wide at this point, narrowing thereafter to about 400m across.

Further up, at Tamateatai headland on the western shore, we come to the launching ramp at the end of Whangaruru Wharf Road, and a flash new Coastguard base and boathouse, rebuilt just last year.

According to the Coastguard website, Whangaruru 'is a small unit with a large operating area' conducting searches and rescues from Cape Brett in the north, east to the Poor Knights Islands 20 miles offshore, and down to Whananaki in the south. In this way they link with the Coastguard units at Tutukaka and the Bay of Islands. They have a lively and active Facebook page, clearly a cornerstone of the small local community.

And one of the world's best ropes swings from an old pōhutukawa tree. At a charming and tiny beach park, an interp

## A LITANY OF LOVELY NAMES – LANDMARKS & REFUGES OF WHANGARURU HARBOUR

**Going north up the western shore**

- Mimiwhangata Bay (anchorage in S & SW winds)
- Waiorakau Creek
- Omaha Islets
- Paparahi Peninsula
- Okurekureia Beach (anchorage in S & SW winds)
- Ngawai Bay (anchorage in S & SW winds)
- Te Mimiha (anchorage in S & SW winds)
- Helena Bay (anchorage in W & NW winds)
- Mohei Bay
- Motukehua (Nops Islands)
- Mokau (anchorage)
- Onohokohea (Bland Rocks)
- Oakura Bay (anchorage in W winds. Shop and Skips Fish 'n' Chips
- Watengarahi Beach (anchorage in W winds)
- Okiore (Rugged Point)
- Parutahi Beach
  (favoured anchorage in *Pickmere's Atlas* in S & SW winds)
- Ohawini Bay (anchorage in W winds)
- Motukowhai
- Tangakiri Beach (anchorage in SW & W winds)
- Puaruku (mangrove inlet)
- McQuarie Bay (old baches harbour endowment)
- Tamateatai (peninsula at end of Whangaruru Wharf Road)
- Taiwhatiwhati (tidal reach leading to Racehorse River)

**Going south down the eastern shore**

- Rewarewa (mangrove inlet off Racehorse River)
- Ko Ohaere (mangrove inlet and mudflats opposite Tamateatai peninsula at end of Whangaruru Wharf Road)
- Tepipi (anchorage in N & E winds off Whangaruru Wharf Road)
- Tuparehuia Bay (anchorage in N winds)
- Sandy Bay Kirikiri (anchorage in E winds)
- Teparapara Picnic Bay (anchorage in E winds)
- Te Wharawhara Bay (Puriri Bay favoured anchorage in *Pickmere's Atlas* in E & NE winds)
- Whakapakara (Admirals Bay favoured anchorage in *Pickmere's Atlas* in S & SW winds)
- Pararaunui (North Head of the harbour)

sign tells us the stories of the wharves and the bach community here.

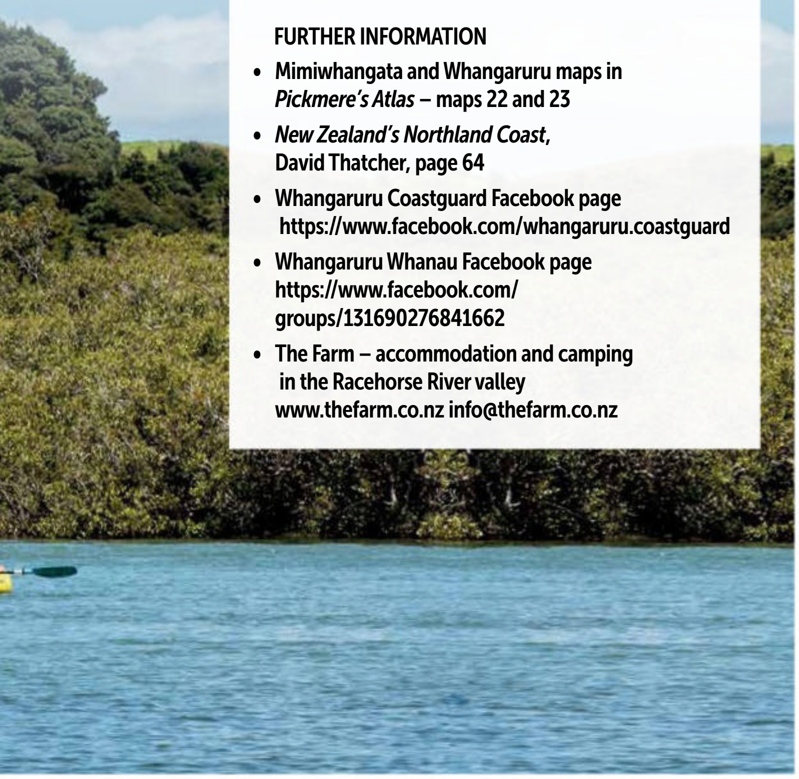
A first wharf was built here in about 1890, for loading kauri logs bound for Sydney, Australia. But a price crash in that timber soon after meant the logging stopped and the wharf was dismantled in 1893, and re-purposed to build a woolshed. A second wharf was built in 1926, to much relief by the locals. The sign carries a quote: "The wharf is a salvation to our district," noted H Birch in 1929. That' when baches started appearing here, at a lease of only one pound per year for a waterfront location. By 1940, there was a store, and daily deliveries of cream to the wharf by truck. Trouble is, the wharf was washed away by a tsunami in 1960. The leases were left to expire after 1994, and most of the original modest baches were dismantled. The end of an era. One of the baches was well-known as a honeymoon cottage. In 2007 it was moved to Helena Bay.

We anchored *Skyborne* just off where the wharf once was, amid a small local collection of moored boats; and did the last bit to Racehorse River in the dinghy. We went up at the top of the tide; but didn't experience the double tide on our day, threading our way between families enjoying waterskiing in the protected reach.

Just as I was remarking how little livestock there appeared to be on the hills, on cue three horses came galloping over the skyline. True story!

In the Racehorse River, an avenue of really, really big mangrove trees, we encountered a family on a kayak outing. They had come downriver from their farm-stay holiday. The kids were having the best fun. So were we.

Whangaruru Harbour. It's a worthy place to visit by boat. Great anchorages aplenty. And a splendid Up the Creek adventure in all. BNZ



**FURTHER INFORMATION**

- **Mimiwhangata and Whangaruru maps in *Pickmere's Atlas* – maps 22 and 23**
- ***New Zealand's Northland Coast,* David Thatcher, page 64**
- **Whangaruru Coastguard Facebook page https://www.facebook.com/whangaruru.coastguard**
- **Whangaruru Whanau Facebook page https://www.facebook.com/groups/131690276841662**
- **The Farm – accommodation and camping in the Racehorse River valley www.thefarm.co.nz info@thefarm.co.nz**

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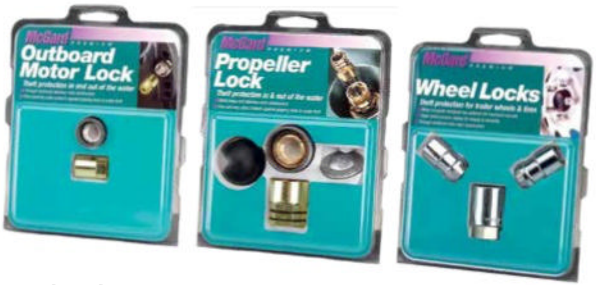

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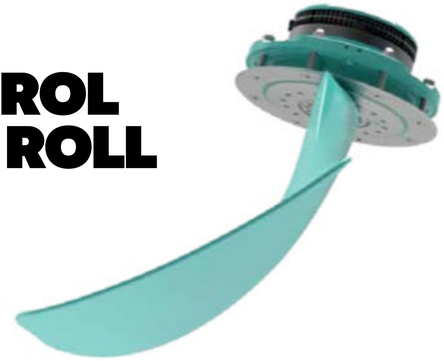

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# TOUGHEN UP

**THESE NEW ROD HOLDER** inserts from Tenob Wholesale Marine fall under the category "why didn't I think of that?".

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The RC13 suits alloy tube of 50mm overall diameter with a maximum wall thickness of 3mm and an inside diameter of 41mm – to suit larger fishing rod butts.

These are the most common rod holder sizes used by New Zealand manufacturers.

What makes these New Zealand-designed and manufactured inserts particularly notable is firstly, that the inserts have an offset design, which means they look great whether the holders face forward or aft, and secondly, they each have a hook holder which stops hooks and lures swinging around and putting the rod guides at risk while the boat is travelling.

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BOATBRIEF

WORDS BY **BY ROSS BARNETT**
PHOTOGRAPHY **SUPPLIED**

# Lagoon Bay Raid

Raid (/red/): Within boating, Raid is described as a sail and oar adventure, a leisure pursuit combining sailing and rowing.

The gathering at Lagoon Bay in November 2024 was open to allcomers with the spirit for adventure in small boats.

If the boats were diverse, there was a common thread that wove their pilots and crew together. Present were several boats designed by John Welsford – Scamps, Navigators, and Longsteps, but also a Farr 5000, a lovely Quicksilver, a Laser that scooted expertly across the waves from Jameison Bay carrying camp and provisions, and Dominic Tarr coming from Whangārei on his wee home-built proa. The focal point of the gathering was a potluck feast with presentations and the inaugural Gadget Hour, where skippers could showcase their favourite gadgets.

The days saw the fleet scatter like pins as soon as the wind got up, each sailing for their own whim and destination, sometimes in pairs and sometimes coming together to prove that when there are two boats on the water, there is a race. There were opportunities to skipper new types of boats and some converts to the Welsford Scamp, partly inspired by a beautifully-finished

WATCH IT

Boats of every sort turned up for last November's Lagoon Bay Raid inside Mahurangi Harbour.

> It's an outstanding location with great camping and varied sailing opportunities within the Mahurangi and beyond.

new build on her maiden trip. Longsteps, the ultimate cruising boat by the above definition, proved incredibly capable going upwind, stable enough to brew a cup of tea hove to, and nimble enough to pass said cup across to a cold skipper on another boat.

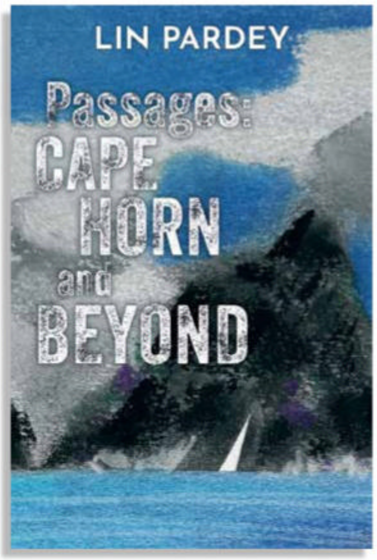
The Dinghy Cruisers would like to thank organiser Ross Barnett who chose well with Lagoon Bay. It's an outstanding location with great camping and varied sailing opportunities within the Mahurangi and beyond. Auckland delivered with characteristic variable conditions: sun and brisk winds on Friday and Saturday, rain and wind on Sunday afternoon followed by flat calm and torrential rain later in the evening. Something for everyone.

When not flittering around in the wind, people loosely gathered for the companiable conversations that happen around boats. Talking mudcrab science with a very young sailor, meeting old friends, making new ones, and late-night hushed huddles on the beach chatting about adventures past and future. This is the stuff small boat adventures are all about.

Anyone interested in mucking about in boats is warmly welcomed to the upcoming raids in 2025. Get in touch through the Dinghy Cruisers New Zealand Facebook group. BNZ

WORDS AND PHOTOGRAPHY BY **ALEX STONE**

# More summer reading



### *PASSAGES: CAPE HORN AND BEYOND*
*– SAILING THROUGH LIFE'S CHANGING CURRENTS*
LIN PARDEY
PARADISE CAY PUBLICATIONS, CALIFORNIA, 2025

ANOTHER INSTALMENT of great ocean sailing (and life) yarns from Lin Pardey, who is part of a previously indefatigable pair. With her husband Larry, she previously enthralled the entire yachting world with tales of low-key, resilient and engine-free ocean cruising. Then she embarked on solo sailing adventures.

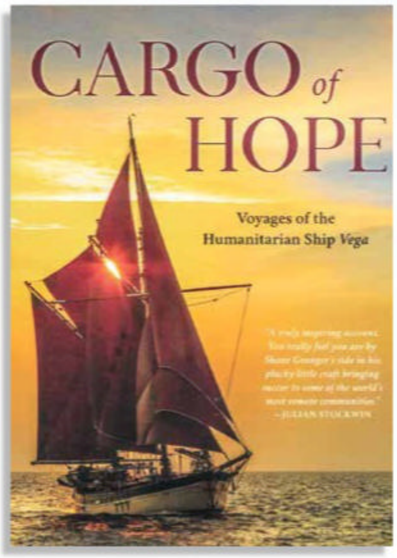
As the cover notes for this her latest book observe, "It is a love story, of sailing, of the sea, and of the two men who have shared Lin's life."

It's also, in a way, a love story to Kawau Island and New Zealand, where the Pardey's chose to base themselves after 200,000 miles of voyaging under sail.

But mostly it's a brave book about life's challenges. As fellow author and adventurer John Kretschmer says of *Passages*, "It's filled with wisdom and love, as Lin chronicles Larry's slow decline with perspective and deep gratitude for the life they were able to share. And it's filled with hope and optimism for the future, a blueprint for how to keep living as we get older. It's a terrific story."

And at the end of this book, Lin (and Larry's) famous exhortation to sailing cruising folk everywhere resonates as powerfully as ever: "Go small, go simple, go now."

First, though, go buy this book.



### *CARGO OF HOPE*
*VOYAGES OF THE HUMANITARIAN SHIP VEGA*
SHANE GRANGER
LYONS PRESS, CONNECTICUT, 2024

HERE'S A BOOK with a difference. As the opening lines of *Cargo of Hope* explain, "If you expect one of those boring save-the-world NGO tales, then I can safely say this book is not like that at all. On the other hand if you want a taste of what it's like at sea on a 130-year-old sailing vessel, loaded to the gills with supplies for some of the world's most isolated islands and enduring every kind of weather…"

It all began for author Shane Granger and his partner Meggi Macoun when, just as they had docked in Malaysia, the Boxing Day tsunami ripped through. It changed their lives forever. Shane and Meggi loaded *Vega* with donated food and medical supplies, and set sail to deliver help.

Written in a dramatic, engaging and frankly funny style, the tenor of *Cargo of Hope* is seen in the chapter headings. Like, 'The Mother of All Storms,' 'Of Tillers and Davey Jones,' 'A Devious Change of Flags,' 'Into the Jaws of Hell,' 'A Successful Failure,' 'The Fine Art of Naviguessing,' and 'Of Broken Bottles and Sunken Ships' etc – you get the drift.

With drawings by Meggi in an eclectic and equally humorous style, *Cargo* delivers in unexpected ways. Just like the real adventures the book covers. It's well worth going sailing with Shane and Meggi.

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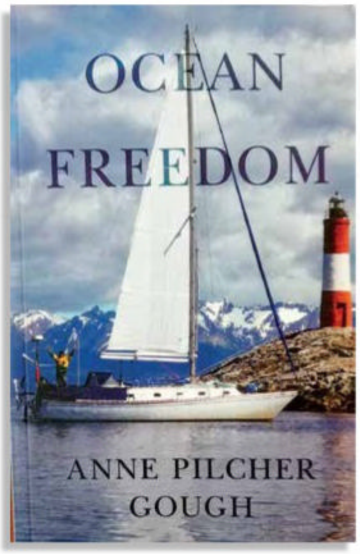
NEW ZEALAND'S PREMIER BOATING BOOKSHOP

A glorious boating summer continues to 2025 – which undoubtedly will be a better year for all of us, eh! And what better way to start with a selection of good books while on your boating holiday? **Here are some of Alex Stone's suggestions.**



### *OCEAN FREEDOM*

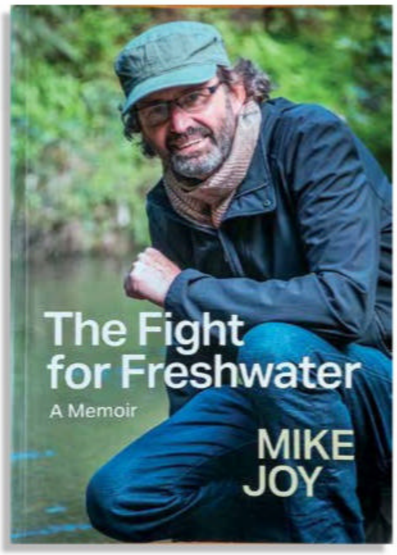
ANNE PILCHER GOUGH
PEGASUS PUBLISHERS, 2024

PARTWAY THROUGH a world cruise – the latest in a string of extraordinary sailing adventures – Anne Pilcher Gough and her partner Alan Forrest and their 36-foot steel-hulled yacht *Kiwi Dream* were "stopped by Covid-19 in the remote Chilean Patagonian channels, before finally returning to New Zealand."

There has to be a top-end yarn in that. Nay, a whole bunch of them. And so there are.

Like leaving Rakiura Stewart Island with the beach covered in hailstones; visiting 29 countries (before the interruption); a Hamelin-esque plague of rats on board; hitting two whales; wearing out two sets of sails. And in 40 years of Anne's sailing before that, crossing the Atlantic on a square-rigger, surviving an epic storm in Antarctica, and (almost) traversing the North West Passage. But no spoilers here. Read *Ocean Freedom* to find out.

Like Lin Pardey in the book also featured on these pages, Anne reminds us in the best possible way that it is possible to have a life filled with adventure and aspiration. That the sailing life is (ironically) a fine way (perhaps the best way) to totally avoid the shackles of ordinary suburban life. It's the kind of freedom that only the ocean can offer. Even if only vicariously in the pages of Anne's fine book.



### *THE FIGHT FOR FRESHWATER*
### *– A MEMOIR*

MIKE JOY
BRIDGET WILLIAMS BOOKS, 2024

HE'S A GENUINE KIWI living treasure and a classic boats sailor too. Mike Joy is a brave freshwater biologist who keeps reminding us of the parlous state of our freshwater systems. As boaties who derive profound pleasure from our adventures on our rivers and lakes, it behoves us to hear him and take heed. As Mike says of himself "I was, and continue to be, someone who points to rising flood waters saying, 'We'll drown if we keep standing around like this.'"

The memoir takes some time coming to Mike's epiphany which led to his life's work. His youthful adventures as a self-confessed petrolhead bogan – sometimes on the wrong side of the law, and far removed from a future career as a natural sciences academic – are surprising. And that epiphany was equally dramatic: Mike took his young niece and nephew swimming in the local river near Palmerston North. They became seriously ill from the pollution. Mike's research took a turn from there on.

He became a tireless campaigner, fighting on our behalf for the quality of our freshwater and sustainability of its systems. At times these are inconvenient truths. For example Mike reminds us that New Zealand, contrary to international law, exports endangered native species for food (whitebait and eel). That four of the five galaxid species that make up whitebait are becoming ever more endangered. And that longfin eel are possibly hovering on the edge of extinction, in a phenomenon known as Allee effect where animals that breed en-masse in one place can suffer catastrophic population collapse from relatively high numbers (like passenger pigeons).

An important and compelling book.

AUCKLAND BOAT SHOW

# New releases making a beeline for Auckland

The just-released line-up of March's Auckland Boat Show is a strong indicator of an adventurous few boating seasons to come.

The show, held from 6-9 March in central Auckland's Jellicoe Harbour and Viaduct Events Centre, has a reputation for hosting boat debuts; from trailer boat releases to luxury yachts. In 2024's edition, a record number of boats made their entry into the New Zealand market, with new releases from a spread of manufacturers drawn from France, the United Kingdom, the USA, Italy, Sweden, Germany, Norway, Finland and Spain, plus New Zealand and Australia.

The 2025 show line up is building on last year's success, with the show emerging as the place to release new designs and unveil new vessels to the public.

## WALLY

Making its Australasian premier at the show, the ultra-stylish 40-knot-plus wallytender43 has just arrived in New Zealand and has already been causing a stir. The design is unmistakably Wally, developed by Wally and Ferretti Group's engineering department.

An angular glass windscreen, hull with sharp origami-esque lines and carbon sailcloth hard-top are the first aspects to catch the eye, but the design behind this day boat is all about being fit for purpose.

An inviting stern swim platform gets a size boost when the wallytender43's aft wings fold down, creating an expansive area close to the water. There's a walk-around cockpit, with plenty of shade and protection for guests and sunbed forward providing extra space to lounge.

A comfortable cabin below features a bathroom and double berth, though it's the wallytender43's looks and performance which are likely to set it apart when it's released to Australia and New Zealand at the Auckland Boat Show in March. An ergonomic helm station, propulsion to 880hp, with fine-tuned performance and handling make this one to watch.

**THIS PAGE** The wallytender43, above, and the Dickey Boats Pacific 62, left, will make their public debuts at the show.

## LEGACY MARINE

Following the successful 2024 launch of its Legacy 70 custom aluminium motoryacht, New Zealand builders Legacy Marine will bring its adventurous, luxurious take on custom aluminium motoryachts to the 2025 show. With two vessels on show, the Legacy Marine team will be showcasing its biggest custom vessel – a Legacy 70 designed for cruising the Pacific in comfort – and a new 55ft multihull, the Legacy L55SF, which will be introduced to the public for the first time in Auckland in March.

## DICKEY BOATS

Napier's Dickey Boats will launch its Pacific 62. The ever-popular boatbuilder describes the Pacific 62 as its most-capable long range sport fisher-meets-explorer to date. Designed to appeal to adventurers, it will merge versatility and fuel efficiency with exceptional seakeeping abilities. Generous living space equipped with facilities for self-sufficiency add to the appeal for local excursions or extended sea voyages. The Pacific 62 has all the amenities and space serious fishers and divers expect. High levels of equipment customisation can be accommodated as required without compromising on safety or efficiency.

## SCOTT LANE BOATBUILDERS

Appealing to those who appreciate both efficiency and speed, Scott Lane Boatbuilders will present a foil-assisted catamaran at the 2025 show. The foil-assisted vessel is designed by Roger Hill and made entirely of carbon fibre. It follows the successful debut of the first in this series, which displayed a high level of customisation, luxury features and many accessories, combined with the extra capability and excitement of speed the foiling design delivers.

## LLOYD STEVENSON BOATBUILDERS

For fans of innovation and world-leading products, Lloyd Stevenson Boatbuilders, builders of Catalyst boats for both Alinghi and INEOS, will make the same vessel design available to consumers at the central Auckland show, along with other New Zealand-designed launches.

## RAYGLASS BOATS

Likewise, Auckland-based company Rayglass, which supplied Protector vessels for America's Cup officials and the race village, will display its vessels to the public in March.

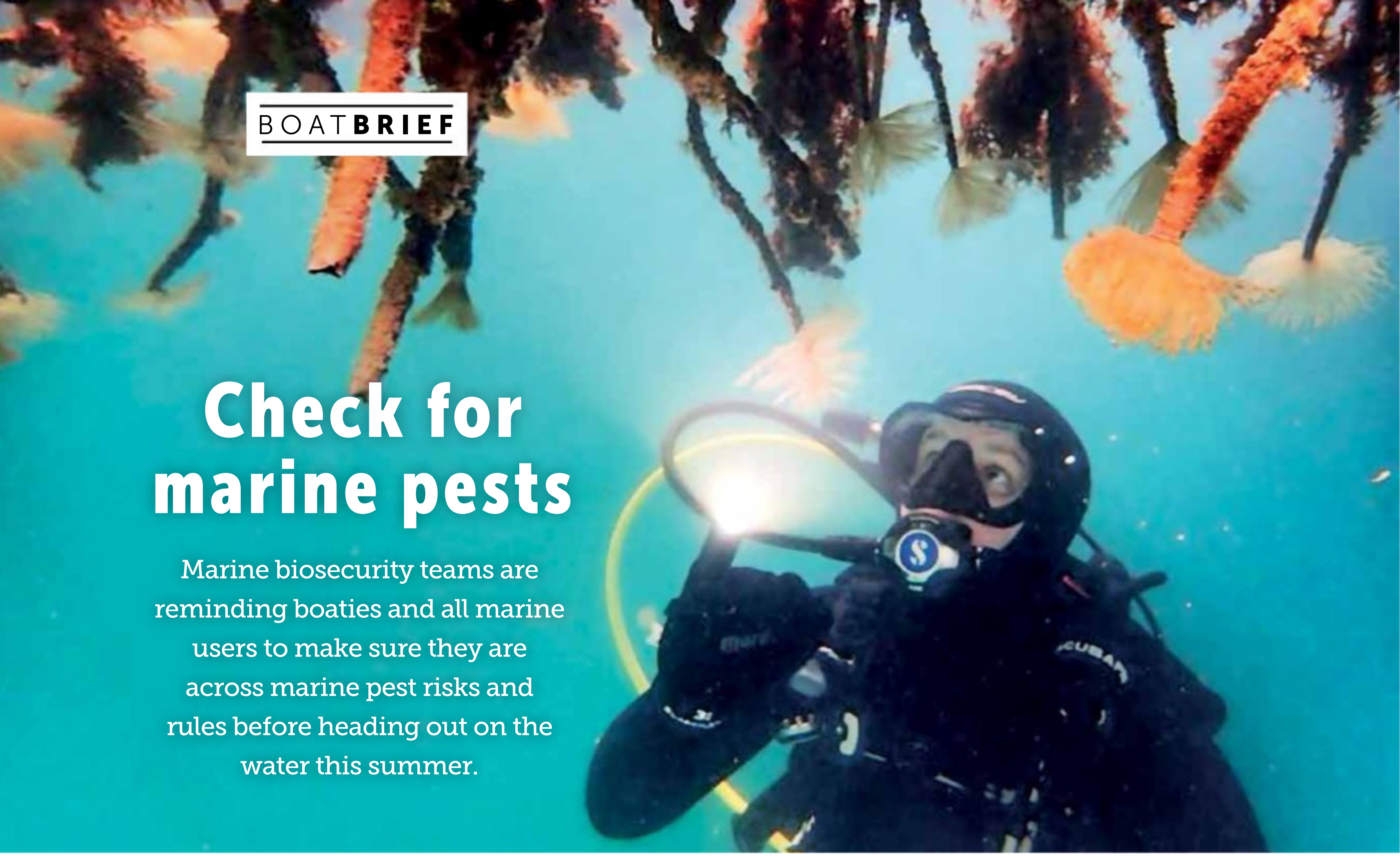
## TICKETS ON SALE

Tickets are on sale now for the Auckland Boat Show 2025, and visitors can expect growth on the 2024 show, which displayed 400 boats and a wide array of marine product and service companies. The event's sea trial marina allows show visitors to not only learn about new products, vessels and services, but to also experience them on the Waitematā Harbour. Known for that large sea trial area, and for providing a launching point for new marine releases, it is a favourite on the southern hemisphere marine calendar.

The show also has a fast-growing reputation for being a hub for innovation releases, with new technologies and fine-tuned services from within New Zealand's marine industry being released at the show.

"We're a marine nation and it makes sense that we lead the world in creating better ways to be safer, faster, and more sustainable on the water," says show organiser, Stacey Cook. BNZ

**Tickets are on sale now at – auckland-boatshow.com**



# Check for marine pests

Marine biosecurity teams are reminding boaties and all marine users to make sure they are across marine pest risks and rules before heading out on the water this summer.

There are three types of rules to be aware of:

Most regions have rules about biofouling and/or marine pests. These are slightly different between regions, but generally, if your hull has no more than a light slime layer, you'll be good to go.

Some marinas take extra steps to protect themselves including the '6 or 1' rule. To visit these marinas you may need to provide evidence of either an antifoul within the previous six months, or a lift-and-wash within one month of leaving an area infected with marine pests. Ask for more info when you make your marina booking.

There are also restrictions related to exotic caulerpa species including locations where you cannot anchor or disturb the seafloor.

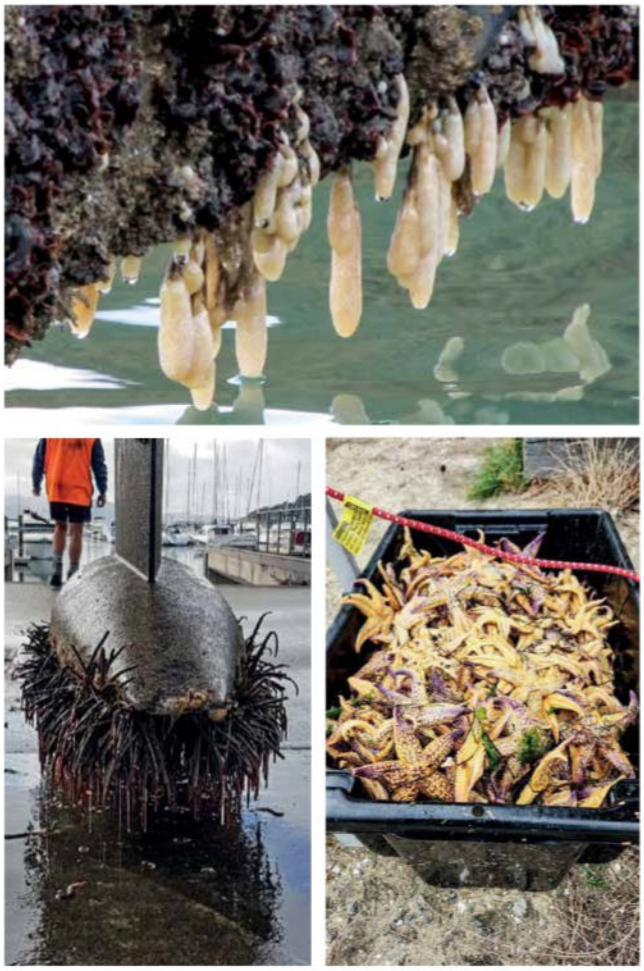
These rules are designed to protect our coastlines from marine pests which can have devastating impacts on the places we love visiting.

This summer divers will be checking boat hulls in locations across the regions such as the Bay of Islands and Bay of Plenty, and hull surveillance can take place at any time of the year throughout marinas in Northland, Auckland, Waikato and the Bay of Plenty in the north.

In the Waikato region for example, over 900 vessel hulls, 15km of pontoons, 1,263 piles and 724 hectares of area were surveyed for marine pests in the last year through the Coromandel Peninsula. BNZ

**Tip:** Haul-out facilities and maintenance contractors can get busy ahead of the summer cruising season, so we recommend making bookings as early as possible.

**CHECK IN AT WWW.MARINEPESTS.NZ/RULES FOR MORE DETAILS**

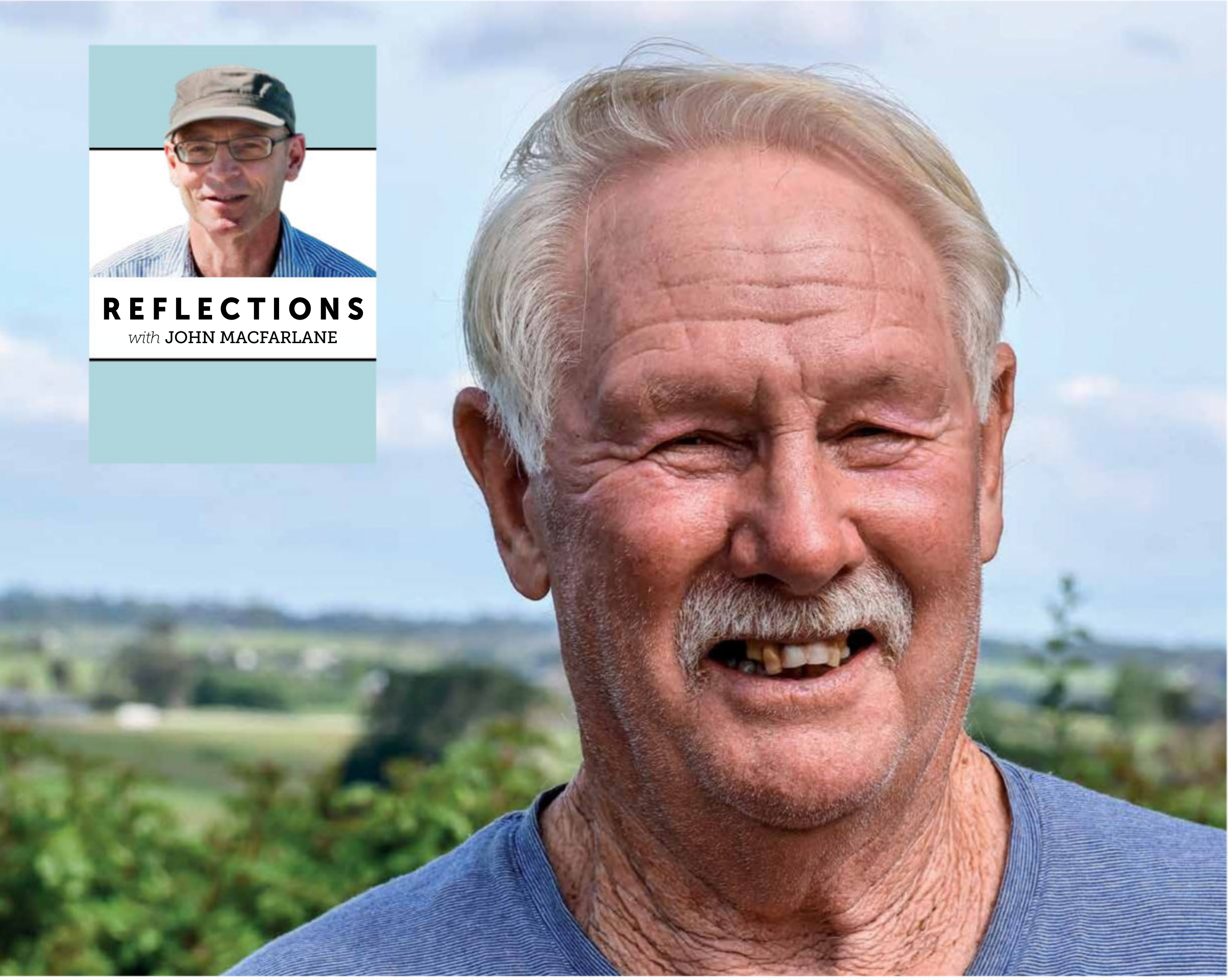


**ABOVE** Fanworm. Photo MNJ NRC; *Eudistoma* on Sandspit wharf. Photo Samantha Happy; Yacht with fanworm on keelbulb; A binful of invasive seastars.

# 093

# RETRO BOATS

Reflections: The Art Irvine story
Crossword | The waters that bind us
VintageView: The 1895 8-Raters



**REFLECTIONS**
*with* JOHN MACFARLANE

## THE ART IRVINE STORY

# Frankly, irreplaceable

Art Irvine spent most of his engineering career in and around Auckland's Wynyard Quarter when the area was the hub of the local marine scene. While those days are long gone, Irvine's memories remain as sharp as ever. This is his story.

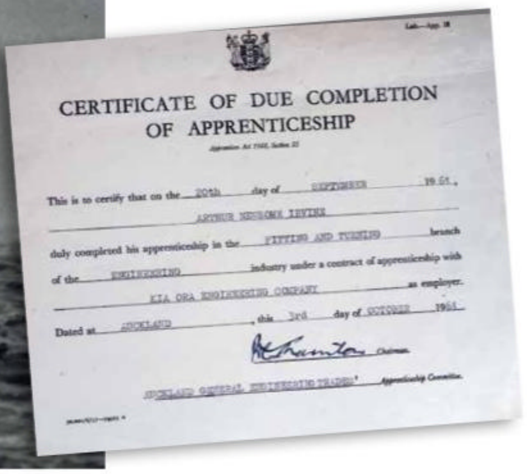
While Art Irvine can trace his family tree back to Robert the Bruce (b. 1274, d. 1329), his story begins with his father, Arthur. Born in 1901, Arthur Irvine served as a Sea Cadet onboard the training ship *Amokura*.

In 1918, the *Amokura* assisted in the search for the German raider Count Felix von Luckner, who had escaped from an internment camp on Mohuihe Island. The cable ship *Iris* eventually recaptured von Luckner on Curtis Island in the Kermadec Islands.

Arthur Irvine then worked on long-lining fishing boats out of Wellington, including the *Southern Cross*, which had been fitted with Wellington's first marine diesel.

In the late 1930s, Arthur Irvine married Edna (née Herbert) in Wellington and then moved north to Auckland, where he became an auctioneer for Turners & Growers. Born in 1941, Art Irvine and his twin brother Gary grew up on a seven-and-a-half-acre farm in Swanson, which was then considered the back of beyond. The war in the Pacific was ongoing, and a four-year-old Art remembers American Marines playing baseball under the trees on their property.

In 1956, Art began an engineering apprenticeship with Kia



CERTIFICATE OF DUE COMPLETION
OF APPRENTICESHIP

This is to certify that on the 20th day of SEPTEMBER 19 61,
ARTHUR NEWSOME IRVINE
duly completed his apprenticeship in the FITTING AND TURNING branch
of the ENGINEERING industry under a contract of apprenticeship with
KIA ORA ENGINEERING COMPANY as employer.
Dated at AUCKLAND, this 3rd day of OCTOBER 1961.

Chairman

AUCKLAND GENERAL ENGINEERING TRADES' Apprenticeship Committee.

**LEFT** Art Irvine today.

**CLOCKWISE FROM TOP** The fishing trawler *Gay Windbill* punching through a seaway; Art Ivine's trade qualification certificate dated 1961; *Southern Cross*, the first diesel-powered fishing boat in Wellington; and the fishing trawlers *San Rosalind and San Marian* launching, 1969.

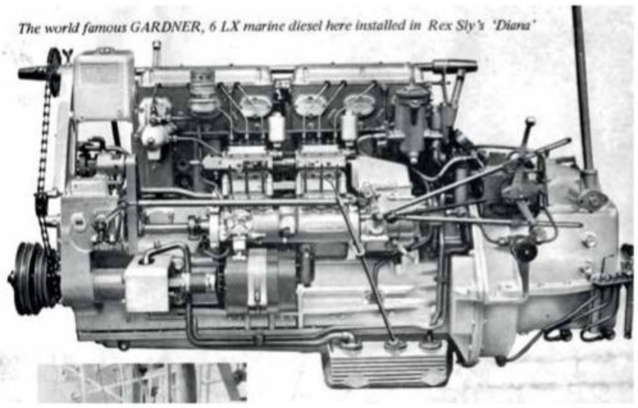
SAN ROSALIND
AUCKLAND
SAN MARIAN

SOUTHERN CROSS
WN.943.

Ora Engineering, owned by Joe Cole and George Howarth. The latter was father to the well-known cricketers Geoff and Hedley.

Cole and Howarth had a subsidiary company, Kia Ora Fishmart, which operated a dozen fishing boats out of the downtown basin, just inside the lifting bridge.

Kia Ora Engineering was based close by on Hamer Street, and most days, the engineers would drive a short distance to the Viaduct to service one or more fishing boats. These were all Gardner powered – the six-cylinder LX and the 8L3 and later model 8L3B straight eights.


The world famous GARDNER, 6 LX marine diesel here installed in Rex Sly's 'Diana'

The engines would be rebuilt every 3,000 hours, with a valve grind, cylinder hone, and fresh rings done in situ. The rebuilds would often be done at three-year intervals during each boat's major survey.

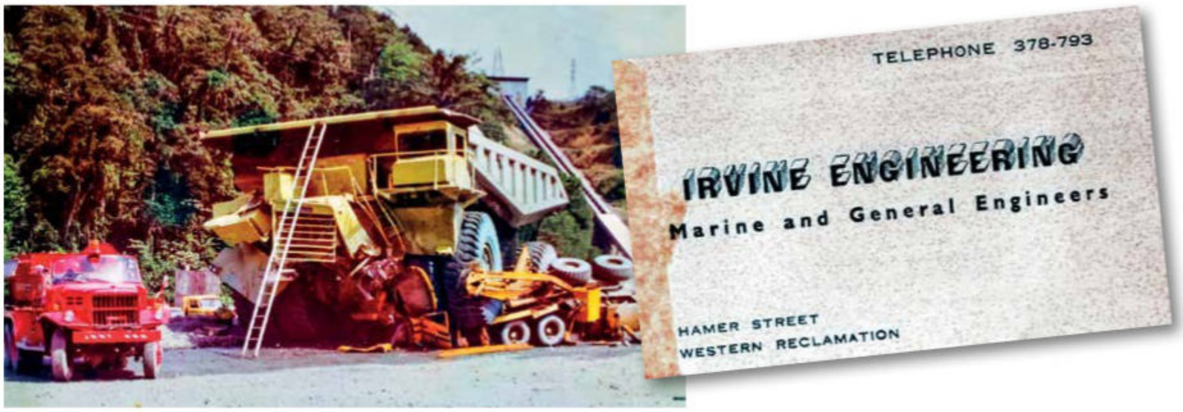
"Give me a bucket of bolts from those Gardners, and I could tell you where every single one goes and what it does," chuckled Art. Having listened to him recounting his life story, this writer does not doubt his statement – his memory is more than impressive.

Throughout his apprenticeship, Art lived at home, commuting to work by train from Swanson. Art married in 1962, and due to family responsibilities, he left Kia Ora to work for Carter Sawmilling in Kumeu.

"When I left Kia Ora, I was on about £16 per week, and Carter's paid £24."

The sawmill was steam- and electric-powered and was a massive operation that sawed timber from the Woodhill and Riverhead forests. There, he met Allan Greenwood, with whom he became a lifelong friend.

After 18 months, Art took a position with Caxton Printing,



TELEPHONE 378-793

IRVINE ENGINEERING

Marine and General Engineers

HAMER STREET
WESTERN RECLAMATION

**LEFT** A runaway dump truck in Papua New Guinea took out two smaller trucks and a grader; The Irvine Engineering business card

**OPPOSITE** *Spirit of Adventure* being launched in 1973.

where he performed factory maintenance. Meanwhile, his younger brother, the late Tony, was a tradesman with Scholten & Brijs, building steel fishing boats such as the *San Rosalind, San Christine*, and *Valhalla* at Span Farm in Glen Eden.

These steel boats were all built in Dutch style, where instead of plate rolling, the plates were hammered into shape whilst supported on a bed of sand.

Around 1970, Percy Vos, primarily through his son-in-law and foreman Bill Ostick, joined forces with Len Brijs to become Vos and Brijs. The new company established a business in the Vos shed on Hamer St, where it predominantly built steel boats. At the same time, Tony set up Irving Engineering in a corner. Initially working alone, he soon became busy doing most of Vos and Brijs' engineering work. Tony couldn't keep up with the demand and asked his older brother Art to join his company as an employee.

"He didn't offer a shareholding and I didn't ask for one – I was happy on wages."

Art's first job at Irving Engineering was helping finish the fishing boat *Gay Marie* built for Bill Callahan. After welding the steel propeller tube into place, Art had to line bore it to true it.

## WYNYARD QUARTER

**ART IRVINE'S STORY** is inexorably linked to the rich history of Auckland's Wynyard Quarter. Before 1840, much of this area was seabed. Beginning in the 1920s, seabed reclamation and wharves have added roughly 10ha of extra space.

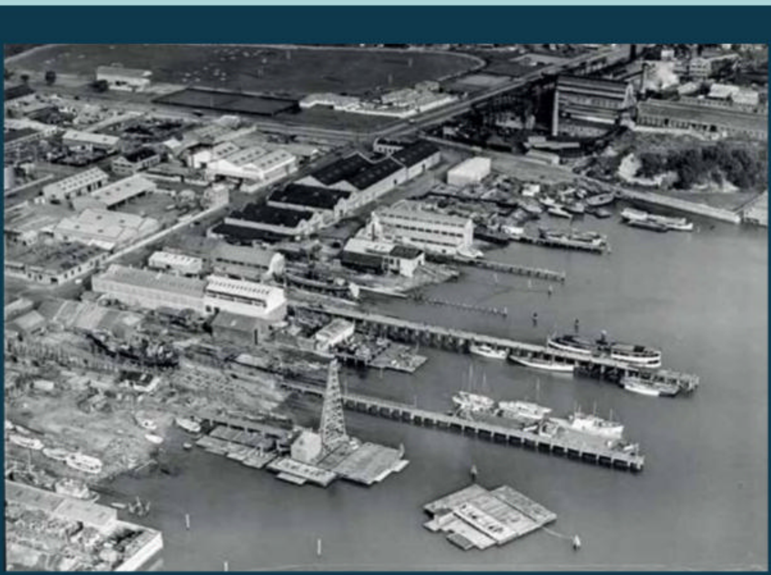
During the 1930s, an area alongside the waterfront was set aside for bulk petrochemical storage, the tank farm. The reclamation land was used primarily for industrial and commercial businesses. Because most of Auckland's fishing fleet used the Viaduct Harbour as their base, many of the companies in the area were marine-related.

Team New Zealand's (TNZ) winning the 1995 America's Cup (AC) catalysed significant changes in the area. Waterfront bases for the 11 syndicates had to be created, and much of the Viaduct area was redeveloped.

When TNZ lost the Cup in 2003, most AC bases were replaced with apartment and commercial blocks. In 2012, Waterfront Auckland finalised a 20-year redevelopment plan for the whole area. This plan dedicated areas for mixed-use buildings (retail, commercial, and residential), marine (trades and fishing), entertainment (cultural and retail), and recreation (parks and open spaces).

Today, Auckland Council's development arm, Eke Panuku, has taken over implementing the 2012 Waterfront Plan, and the Wynyard Quarter section is about 50% completed.

Anyone interested in or concerned about the future of Auckland's waterfront, including the Wynyard Quarter and Westhaven Marina, should check out Eke Panuku's website for more details.



**ABOVE** Western Viaduct 1949, photo courtesy Alexander Turnbull Library.
**BELOW** Future concept drawing courtesy Eke Panuku.

**WATERFRONT AUCKLAND 2012 PLAN** www.ekepanuku.co.nz/media/pmchpxe2/the-waterfront-plan-2012.pdf
**Eke Panuku - Wynyard Quarter plan** www.ekepanuku.co.nz/projects/tearatukutuku/

> A subsequent contract for Irving Engineering involved fitting out the topsail schooner *Spirit of Adventure*.

Tony then machined and installed its white metal bearings.

Another early job for Art was building the wrought iron handrails for *Valhalla*. Every weld was perfectly finished, which took him many weeks of hand filing.

A subsequent contract for Irving Engineering involved fitting out the topsail schooner *Spirit of Adventure*. Peter Jacobs, whose story was featured in this column in June 2018, also worked at Irving Engineering and installed her Cummins 6BT engine and drivetrain.

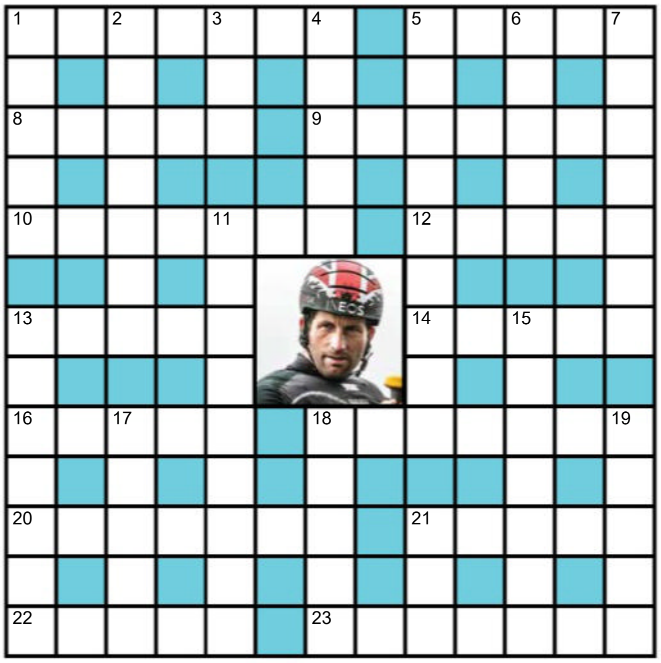
*Spirit of Adventure* was finished in 1973, but unfortunately the rudder was bent during launching, and Art had to straighten it. The *Spirit of Adventure* was hauled back up the slipway, and a hole was dug through the slipway deep enough to drop the rudder into. Using a Jim Crow, a specialist lever bending device, Art straightened the shaft, and it's believed that the same rudder is still doing its job today.

Incidentally, the *Spirit of New Zealand* was launched in 1986 and sailed concurrently with the *Spirit of*

# crossword

**BY PAM HUTTON**

## Puzzle no.327



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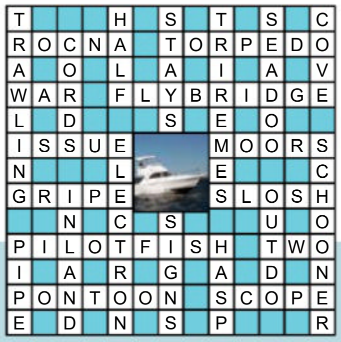
## Across

1. Class of small wooden sailing dinghy designed in NZ (7)
5. Fiercely contested boat race between rivals (5)
8. Goods or wreckage on seabed attached to buoy for recovery (5)
9. Old measures equal to approximately three nautical miles (7)
10. Grooved wheels mounted in blocks to guide line or cable (7)
12. _____ Garcia - coral atoll in central Indian Ocean (5)
13. Nautical ropes used to be made from this plant fibre (5)
14. Bail water out of boat (5)
16. On board vessel - or perplexed?! (2,3)
18. Parts of outboard motor (7)
20. Give boat fresh coat of colour and protection (7)
21. Freshwater game fish (5)
22. Prepare and practise for boat race (5)
23. Sailor's safety device (7)

## Down

1. _____ off the wind - points bow further from eye of wind (5)
2. Square _____ - types of sailing vessels (7)
3. First name of British sailor in photo (3)
4. Respiratory organs of fish (5)
5. Dealers in marine equipment and supplies (9)
6. Bright blue colour associated with sea at white sand beaches (5)
7. Maritime museums are great source of information about nautical _____ (7)
11. Appraisal of boat's worth used for finance or insurance purposes (9)
13. Fog or mist coming off coastal water (3,4)
15. Advertise or publicise sailing regatta, eg (7)
17. Brown pigment made from ink secreted by cuttlefish (5)
18. Rise and fall abruptly at bow and stern (5)
19. Locations for marinas, eg (5)
21. Substance used in traditional process of caulking of boat seams (3)

## Puzzle no.326



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**Mystery photo:** Flybridge

*Adventure*. The *Spirit of Adventure* was sold in 1997 and now offers sailing trips for tourists in Fiji.

In 1975, Art's marriage failed, and he accepted a 12-month engineering position at a massive copper mine in Bougainville, Papua New Guinea. The mine, owned by Rio Tinto, was a 24-hour operation.

"We lived in really nice hotel conditions. I took up squash there and, over 12 months, went from a D4 to an A3 player."

However, the local environment was hostile, and malaria was a constant threat. Around Christmas 1975, the indigenous locals began rioting, and Art decided against renewing his contract.

Returning to New Zealand in 1979, Art had three years each with C&M Engineering and Parker Engineering before Callahan, whom he'd got to know through Irving Engineering, recruited him to head up the maintenance of his fishing fleet. Operating under the brand of Pukekohe Fisheries, the fleet consisted of the *Gay Marie, Gay Windbill, Gay Jan, Gay Belinda, Maria Lousia* and *Rockfish*. Most boats were set up as inshore trawlers. However, around 1980, when orange roughy started running strongly in Napier, Callahan converted two of his fleet into deep sea trawlers to work there.

Art and his team performed all maintenance and repair work for Callahan's fleet. Any quiet periods were occupied by making fishing gear as this was less expensive than buying it through suppliers.

After Wilson and Neale bought Skeggs Fisheries in Dunedin, they decided to expand into the Auckland fishing industry. An inexperienced Wilson and Neale accountant offered Callahan a highly generous price for his fleet, which, as quotas were about to be implemented, he accepted with alacrity.

Not overly keen on his new employers, Art left and spent the next four years as an engineer, half for Irving Engineering and the other half for Moana Pacific Fisheries. He then worked as the managing engineer for Anton's Seafoods, which occupied the next shed to Vos and Brijs.

In 1990, Art left there to become the workshop manager for Aimecs Engineering, a general-purpose engineering company just down the road on Halsey St. There, he spent the remaining nine years of his engineering career.

"We did everything at Aimecs: a lot of America's Cup machining for the 2000 and 2003 Cups, a lot of steelwork on the brick building that later became the Auckland Fish Market, anything and everything really."

> Art Irvine, a marine engineer, is another quiet achiever who has contributed so much to the marine industry.

Art officially retired in 2009 but didn't let up. Previously, he and his second wife, Jackie, had moved to a lifestyle block near Kumeu. This had a large glasshouse where Art grew Italia grapes, which he sold locally and through the Avondale and Britomart weekly markets. Italia grapes are high maintenance and require considerable labour to grow successfully, so when this became too much, Art and Jackie demolished the glass house and returned the land to pasture. Between 2009 and 2023, Art worked part-time for one of his neighbours on his 1000-acre beef and sheep farm.

While Art has reduced his work now, the spritely 84-year-old is still busy restoring their 1970s house, keeping the lifestyle block shipshape, and spending plenty of time in his well-equipped man cave.

The views from their porch are exceptional, spanning the Coromandel to Great Barrier Island and the Sky Tower central. If you look through the binoculars, you can see the general area where he spent most of his working life, which has changed so much – see previous sidebar.

Art Irvine, a marine engineer, is another quiet achiever who has contributed so much to the marine industry. The depth and breadth of his practical engineering knowledge, gained over a lifetime, is astounding and, frankly, irreplaceable. BNZ

**PHOTOS COURTESY OF** Art Irvine, Peter Jacobs, John Macfarlane and others as noted.

**BOATINGNZ.CO.NZ**

25TH ANNIVERSARY

# NZ ANTIQUE AND CLASSIC BOAT SHOW

## LAKE ROTOITI

ST ARNAUD
NELSON LAKES

SAT 1 & SUN 2 MARCH 2025
WWW.NZCLASSICBOATS.COM

BOATING NEW ZEALAND · MORE FM · JENS HANSEN · printhouse · CHRIS CHISNALL DESIGN

On March 1 boats of every description will descend on Lake Rotiti for the Antiques and Classics Boat Show. American Steven Lapkin shares his personal reasons for returning.

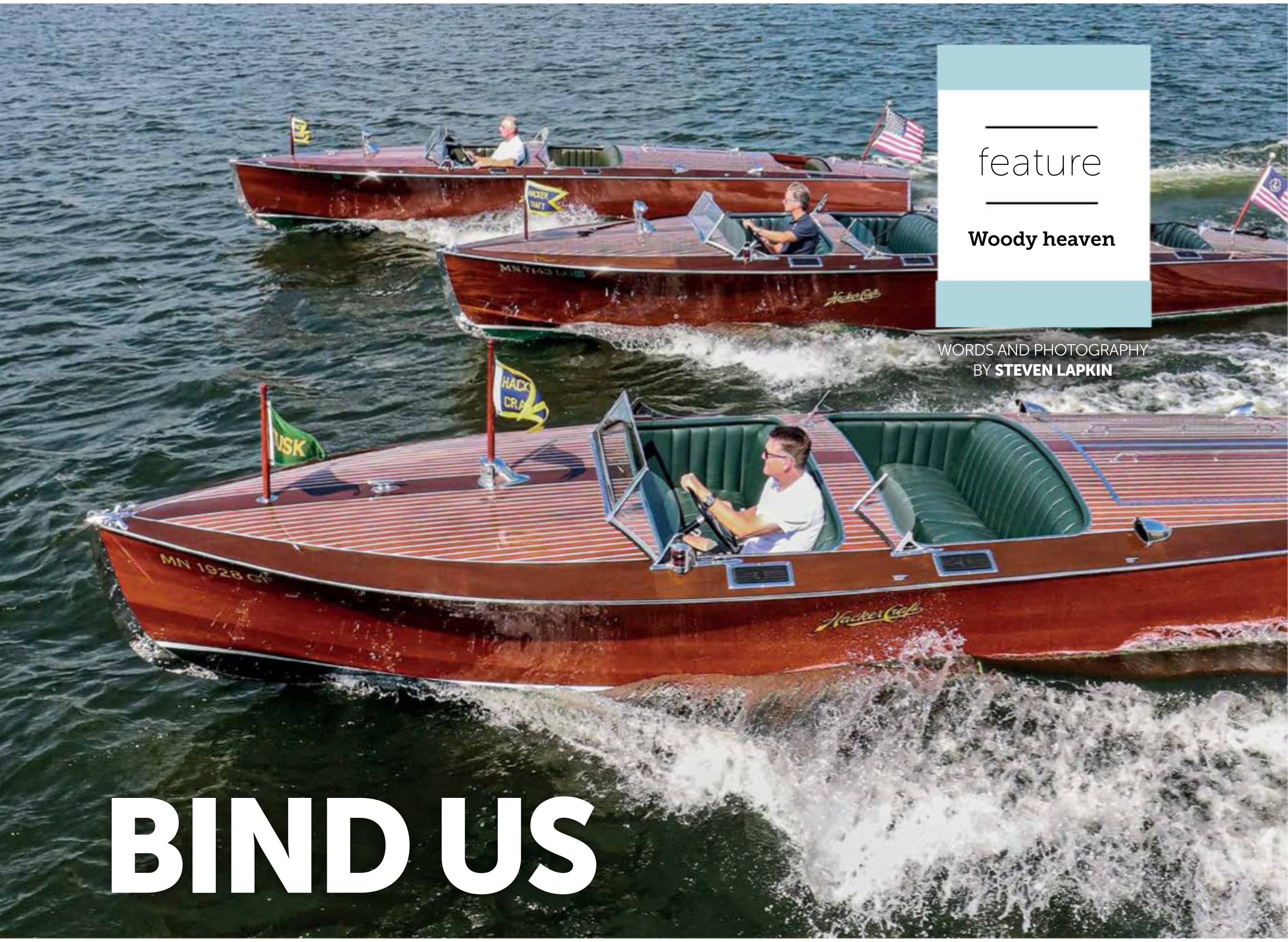
# THE WATERS THAT

I have had the distinct honour to travel to New Zealand several times from the United States. My visits, both in 2020 (pre-pandemic) and early in March of 2024, were exclusively to sample your astounding on-the-water opportunities, and to embrace and visually absorb the purest principles and boating lifeblood of your two islands; to savour your boating culture, personalities, personae, and playgrounds.

Without having been there before, I had no idea as to the enchanting townships, lakes, fjords, snow-covered mountains, cliffs, dunes, waterfalls, river valleys, geothermal springs and national parks.

Notwithstanding the vibe and individual personalities of Auckland (and the Waitematā Harbour), Wellington, Nelson, Christchurch, and Queenstown, which were integral segments of my itineraries, for me, it would be ‘the waters’ that would (remind and) bind: the comparative and parallel on-the-water lifestyles that have become mainstays within the American boating

**ABOVE** The writer, photographer Steven Lapkin, seated with Kiwi wooden boat devotee Philip Andrew of Wellington (r) aboard *Miss Tahoe*; A splendid Chris-Craft runabout on Whitefish Lake, Montana. **OPPOSITE** Top to bottom: John Allen, Brian Mark, and Andy Anderson aboard three identical Hackercraft runabouts at Gull Lake, Minnesota.



feature

**Woody heaven**

# BIND US

WORDS AND PHOTOGRAPHY
BY **STEVEN LAPKIN**

regimen and that of your own, as well. How blessed you truly are to have certain gifts of Mother Nature to be able to include boating in your daily routines… as routine as a morning cup o' Jo – or tea – lamb, fish and chips, or whitebait for supper; kumara or feijoa, and of course, kiwifruit or hokey pokey icecream.

On the water, how accomplished you are in the sailing world, what with your ongoing maritime accomplishments via The America's Cup. Congratulations, again, on your most recent successes at Barcelona, Spain! I am reminded that my first Cup experience was attending the Cup Defence at Newport, Rhode Island, in 1983. Subsequently, thanks to my camera skills, I gained credentials to be able to witness and photograph the Cup Defence activities in San Diego (leading up to) your challenge against Oracle in San Francisco in 2013. And now look at you: three times the defender!

But Kiwis' enthusiasm for boating runs deeper still, via the niche known as wooden or veteran runabouts. As a child growing up at Lake Tahoe, California, where the wooden boats have been integral to that geography since the 1920s, I developed a keen eye and desire to own, maintain, and (obviously) photograph, and chronicle, the histories of these still-with-us relics. In a curious twist of fate, one of my father's former boats was purchased by a New Zealander and transported from Tahoe to the South Island in 2007. Knowing that, and becoming good friends with the present owner, Philip Andrew of Wellington, my first visit to New Zealand was well overdue. How enjoyable it would be to reconnect with my family's past – and now your future!

Philip's boat, *Miss Tahoe,* is one of many similar craft that now call New Zealand home. Indeed, there is a most admired, esteemed and diverse Kiwi wooden boat inventory that has grown in number and stature for over 30 years. Boats from American builders and designers such as Chris-Craft, Gar Wood, Century, Fairliner, Hacker and Nevins, dating from over 100 years ago, plus famed Italian brands like Riva, are now maintained and respectfully enjoyed by many of you. These artifacts became known to New Zealanders thanks to books, artwork, conversations with other afficionados, and nowadays virtually online.

Our water planet is a playground for aquatic contentment.

**ABOVE** Bruce Judge's *Lady Grace* on Lake Rotoiti.

**OPPOSITE** Kindred boats at Rotoiti and America, including a 1930s Chris-Craft from Whitefish Lake, bottom right.

**BELOW** *Sister Syn* alongside Gull Lake's Bar Harbor Supper Club; Troy Deovall's Chris-Craft on Lake Rotoiti.

Besides these various methods for discovering and exchanging information pertaining to veteran wooden runabouts, there is each March a 'boating weekend' which after 20 years has become a cornerstone for the celebration of the niche in New Zealand. Simply, it is known as the New Zealand Antique and Classic Boat Weekend, held at St. Arnaud, Kerr Bay, on the foreshore of Lake Rotoiti, part of the Nelson Lakes National Park. It annually attracts a great group of people, and the local community embraces enthusiastic 'boaties' from around the world. Pete Rainey has been the organiser since its inception.

Display entries have included the various brands noted above, as well as outboards, one-off vintage racers, replica steamers, sailboats, rowing skiffs and even a foiling bathtub (you folks are ingenious!) Two full days of 'hydromatic' relaxation, per Mr. Rainey, has made this occasion the premier veteran boat show in New Zealand where owners come to showcase their boats on-and-off the water. Entrants and spectators arrive 'dressed to the nines,' with picnic baskets and beach gear for comfort. Boats date from 1900 onwards and take centre stage. As Lake Rotoiti lies 100 kilometres south of Blenheim, there's the added pleasure of the lovely drive through the Marlborough wine growing region enroute to the venue. If you have not attended, you should 'bucket list' this spot for March 2025.

## USA A "WOODY HEAVEN"

Should you also give serious thought to taking a gander at your woody cousins in the USA? You bet! While the distance there is hardly insignificant, what awaits you within that woody world will make your jaws drop… among other things. Where I grew up at Lake Tahoe, we collectively called the inventory of veteran boats "woody heaven." Back then, circa 1970, there were over 1,500 mahogany runabouts of every vintage, length, model, and brand. That collective has now spread, or relocated, to other parts of the country for a variety of reasons and, as illustrated

SISTER SYN
T30

by these pictures, represents a palette of colour and history beyond compare. The *ni plus ultra* of vintage wooden runabouts resides in 'the lower forty-eight.'

There is a variety of inland waterways in the United States where veteran wooden boats have a foothold. In addition to Lake Tahoe, they include Coeur d' Alene and Priest Lake, Idaho; Whitefish Lake, Montana; Lake Okoboji, Iowa; Lake Geneva, Wisconsin; Lake George, New York; Lake Winnipesaukee, New Hampshire; and Gull Lake, Minnesota. But Gull Lake is now perhaps the hub – a hotbed for the most significant relics, if not the crème de la crème.

Gull Lake is in Northern Minnesota, a state reputed to encompass 10,000 lakes! Indeed, more than enough water to provide some of the most peaceful inland waterways for these classics. Gull Lake is also home to two charming and deeply devoted wooden boat devotees/collectors in Lee Anderson and John Allen. Since before 2000, they have amassed a combined mahogany masterpiece collection representing over five dozen benchmark vessels. Some of them presented on these pages.

But why not jump on a flight across the Pacific for a one-on-one acquaintance? On any summer afternoon, from May to September, you may observe each of these wonderful remainders of times past – they have become the custodial chattels of steadfast individuals.

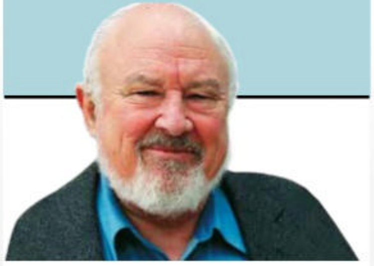
Within the John Allen collection, are the two oldest operating Chris-Craft hulls on the planet: *Miss Algonac* and *Godfather*, both built in 1922 following the breakup of a mutual venture between Chris Smith and Gar Wood. Equally renowned are *Sister Syn*, the personal race craft of car-builder Horace Dodge, and *Teaser*, a 1924 40-foot speedster built by Henry B. Nevins, which 'raced' the train known as the *20th Century Limited*, down the Hudson River, in New York state – and beat it!

John's latest acquisition is *Hornet II*. She is formerly from Lake Tahoe, and originally purchased (and reconfigured with the aluminum superstructure/deck) by Henry Kaiser, Sr., from Gar Wood; her original configuration was as a traditional three-cockpit speedboat, including a one-step keel. The reconfiguration that included the aluminum deck was made while Kaiser attempted to win speedboat races in the 1930s at Tahoe and "hadn't quite hit the mark." Kaiser went to his friend, Howard Hughes, who proposed and provided the new, lighter-weight decking. *Hornet II* never lost a race after that radical remedy.

Now, at Gull Lake, *Horne*t is potentially poised to match race with any of John's other icons. *Hornet II* has no equal or look-alike! See her, and the others, for yourself when you visit Gull Lake, Minnesota, in the United States.

These words, and pictures, should make it crystal-clear: were it not for water, our collective and mutual interest in boats – wooden boats – would not be possible. Our water planet is a playground for aquatic contentment. Water is in our souls, proverbially and literally. Kia ora.

Steven Lapkin is a renowned photographer specialising in boats and maritime themes. He will be attending and photographing this year's Antiques and Classics Boat Show at St Arnaud.



**VINTAGEVIEW**
*with* HAROLD KIDD

# The 1895 8-raters

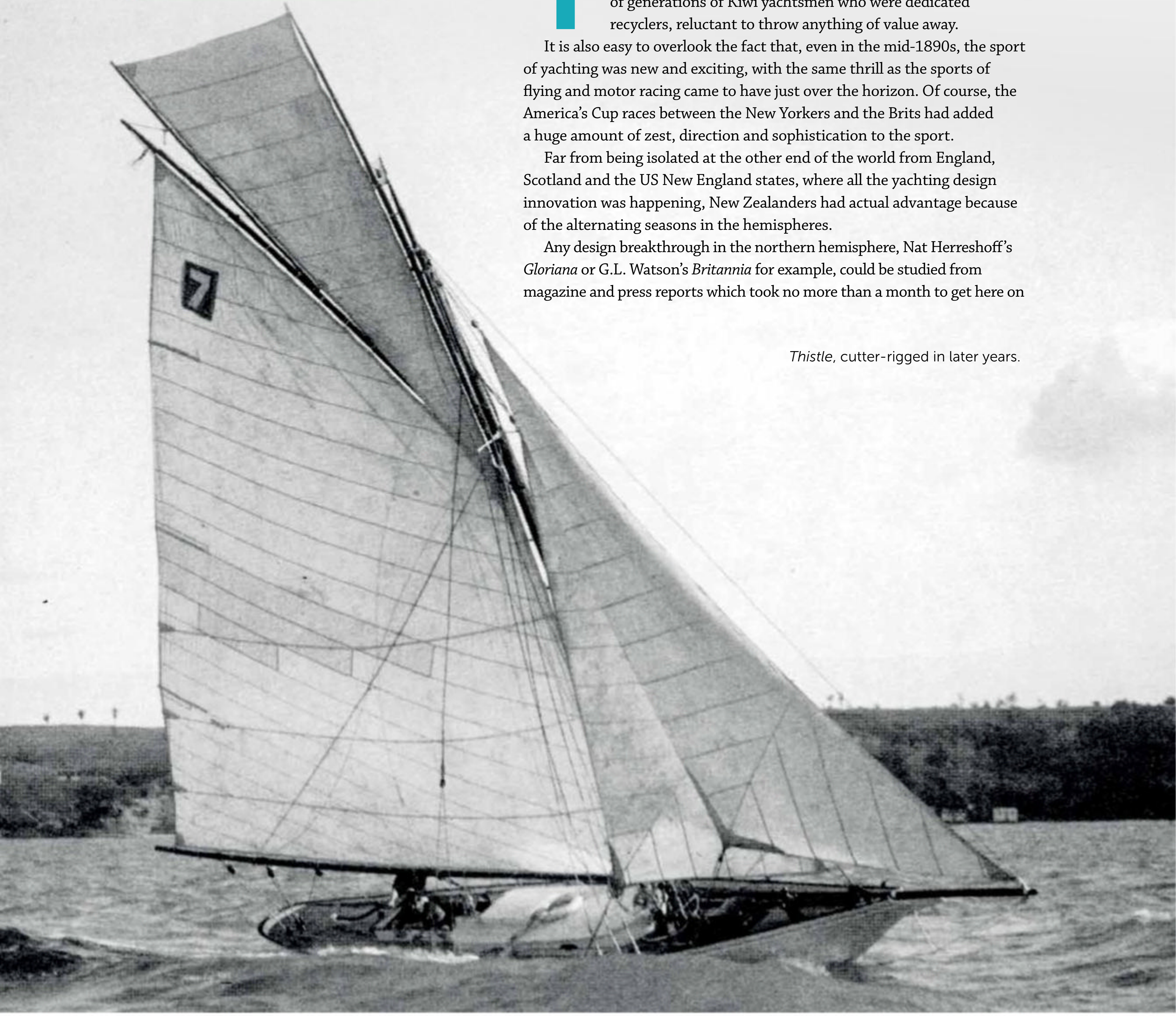
In an international context, perhaps the most extraordinary feature of the Auckland-built raters I have described so far in this series, and those to be built in the next decade, is that the majority of those built in timber still exist, and many in original racing fettle.

This is attributable to three factors: advanced design, excellent construction techniques and the use of first-quality kauri timber. Perhaps you can add the 'No. 8 fencing wire' approach of generations of Kiwi yachtsmen who were dedicated recyclers, reluctant to throw anything of value away.

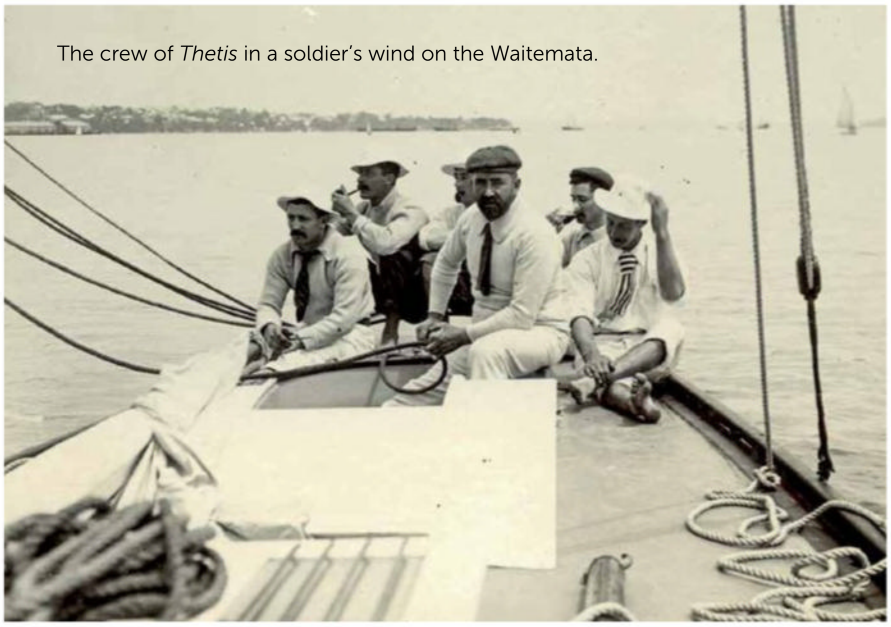
It is also easy to overlook the fact that, even in the mid-1890s, the sport of yachting was new and exciting, with the same thrill as the sports of flying and motor racing came to have just over the horizon. Of course, the America's Cup races between the New Yorkers and the Brits had added a huge amount of zest, direction and sophistication to the sport.

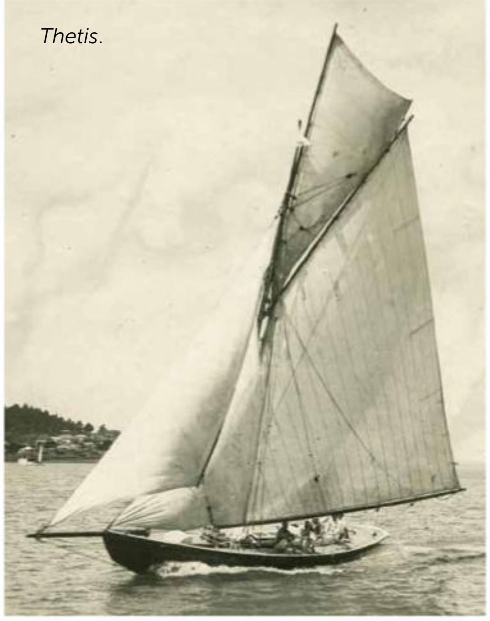
Far from being isolated at the other end of the world from England, Scotland and the US New England states, where all the yachting design innovation was happening, New Zealanders had actual advantage because of the alternating seasons in the hemispheres.

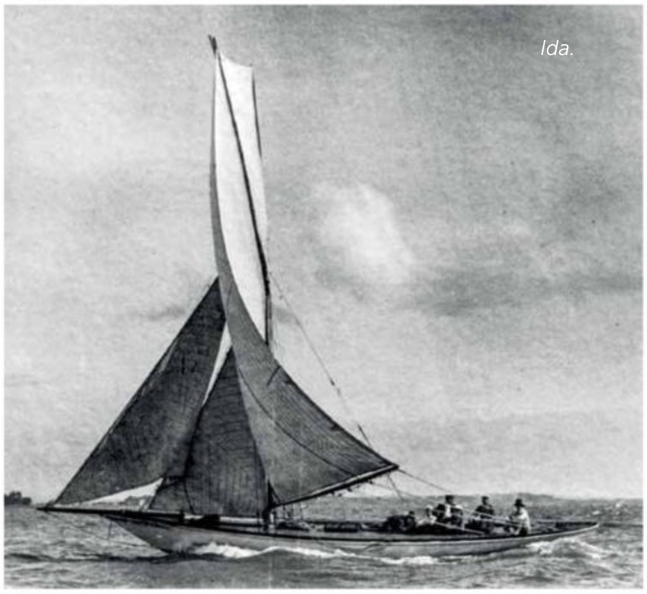
Any design breakthrough in the northern hemisphere, Nat Herreshoff's *Gloriana* or G.L. Watson's *Britannia* for example, could be studied from magazine and press reports which took no more than a month to get here on

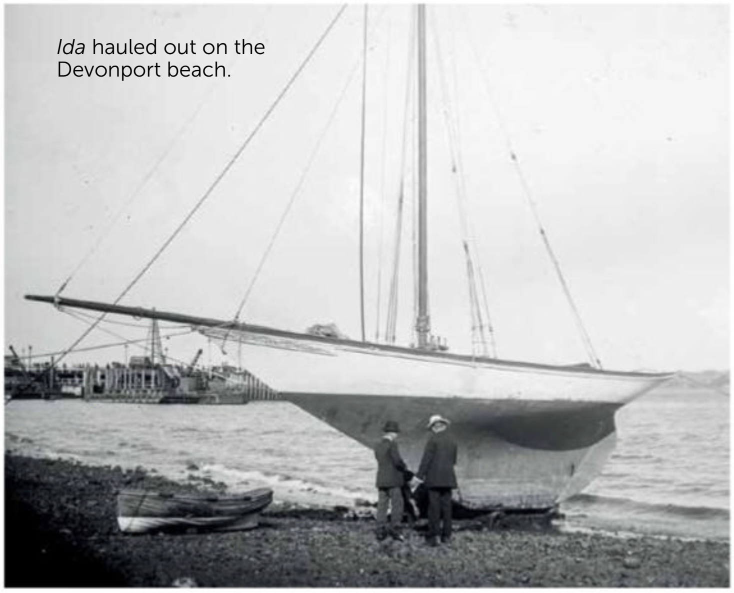


*Thistle,* cutter-rigged in later years.


The crew of *Thetis* in a soldier's wind on the Waitemata.


*Thetis*.


*Ida*.


*Ida* hauled out on the Devonport beach.

the Royal Mail Route via San Francisco from source. So, a design unveiled in England in the April was often the inspiration for an Auckland yacht designed and launched in November.

By November in the summer of 1895 the 2½- and 5-rater racing hype had captured the imagination of Auckland's sporting public. Wharves and vantage points were crowded with spectators during these Bailey-Logan clashes at the various Auckland Yacht Club races, the Anniversary Regatta and the regattas at Ponsonby and Judges Bay. Ferries followed the races, crammed with enthusiasts, and bookies were on board laying odds. The order books of the Baileys and the Logans began to overflow.

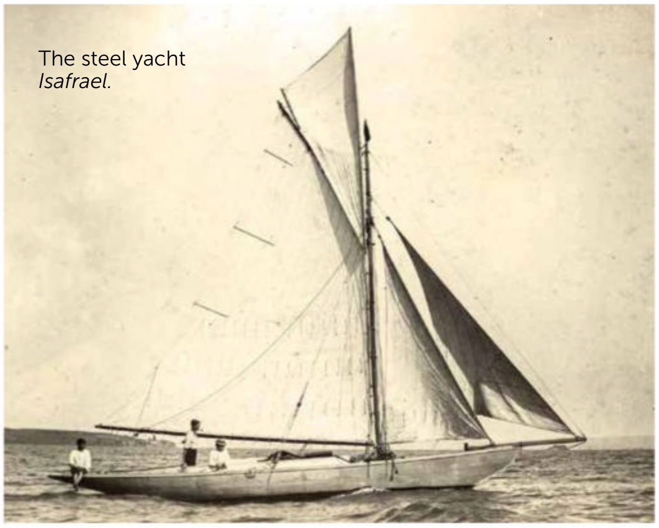
As we saw a couple of issues ago, the 1895-6 season was a Logan benefit with the 2½-raters *Mahaki* and *Mizpah* from Logan Bros and *Rarere* from their father's yard, with the spoon-bowed *Zinita* from the Bailey brothers still an improver, being constantly tweaked in hull and rig. The Baileys now built a proper 2½-rater, *Thelma*, but she was a shallow-draft boat for Dunedin, while the pretty but uncompetitive little *Mabel* for W. Swinnerton of Auckland made little impact on the racing. Seager Bros produced a steel 2½-rater, *Huia*, but they were too busy to develope her properly.

The two outstanding yachts of the new season were the Logan Bros 5- rater *Moana* (*II*) for Willie and Fred Wilson of the New Zealand Herald and the C. & W. Bailey 5-rater *Ida* for their good customers, merchants Jagger Bros and W. Frater Jr.

Logan Bros launched the new *Moana* on November 14, 1895. She had the *Britannia* 'spoon bow' and the powerful forward sections that went with it. She was a truly modern yacht, with a shape that was still essentially very competitive until the 1950s. Five weeks later, on December 21, the Baileys launched *Ida*. *Ida* reverted to the Herreshoff *Gloriana* style with a straight, heavily-raked stem and cut away forefoot, perhaps because of what the Jaggers perceived to be the failure of last year's spoon-bowed *Zinita*, a yacht that lived up to her promise only when bought by C.P. Murdoch in December 1896

*Ida* was a fine yacht but was upstaged by the hugely successful *Moana* until later in her life when C.P. Murdoch bought her and got her performing as he had done with *Zinita*. Reg Masefield's steel cutter *Thetis* was improving, as indeed she should have done.

So, there were now three new thoroughly modern 5-raters on the Waitemata for the 1895-96 season. Anticipation ran high on the Auckland waterfront for their first clash at the Judge's Bay Regatta on January 25, 1896. On the day, there were excellent conditions with a steady SW breeze. The entrants in the "Yachts



The steel yacht *Isafrael.*

*Windward* racing, windward of *Zinita*

*Moana.*

### 'LINEAR RATERS'

By 1896, New Zealand yachting caught up with an amended International rule, the 'Linear Rating' rule which had shown its teeth as early as 1892 in the U.S. This amendment (and later revisions) took 'girth' into account to discourage the 'skim dishes' or fin and bulb raters which had cleaned up the more conventional boats in England and the US. This was expressed as a linear rating that roughly corresponded to the waterline length, but not for long, as rule benders have always abounded! The 2½-raters became the '30ft linear raters' or just '30-footers', confusingly, and the 5-raters the '36ft linear raters' or just '36-footers'. It had become all rather artificial and precious, 12,000 miles from the main action, but essential for the continued export of yachts to Australia.

7-rating and under race" were *Thetis, Ida, Moana, Halcyon, Aorere* and *Rangatira*.

Charles Bailey Jr, probably the best helmsman on the harbour, sailed *Ida*, W.R. 'Willie' Wilson sailed *Moana* and Reg Masefield *Thetis*. The reaching conditions suited *Thetis* which took an early lead and was never headed. *Moana* lost several minutes when she lost her throat halyards while *Ida* had the same thing happen later in the race. The result, *Thetis* 1, *Ida* 2, *Moana* 3.

C. & W. Bailey had built *Rangatira* for A.W. Chatfield and launched her in December 1894. She was a conservative, handsome clipper-bowed 38-footer, rating at just 4.2, so no challenge to the yachts built to rate at 5. Like *Rangatira*, *Halycon* was not built to compete with the new breed of raters. She was a big cruiser built in Auckland by Alex Watson for himself and launched in December 1895. She took part in many races with a rating of around 7.

Their next 5-rater contest was six days later in the Auckland Anniversary Regatta on January 29 in light winds. *Moana* led for most of the race and finished first, ahead of *Ida* by 12½ minutes. *Thetis* got to the start late and finished well back. *Moana* was reckoned to be "the best boat of the season in her class" and maintained that reputation ever after.

Indeed, *Ida* was fated to be always under the shadow of *Moana*. What successes she did have were thanks to handicappers, typically three minutes over *Moana*. Despite intense Bailey modifications and occasional flashes, she was a disappointment to her owners. Indeed, in October 1897 the Jaggers switched allegiance from the Baileys and had Logan Bros build them the 60ft 10-rater/40ft Linear Rater *Thelma*. It took another two years for them to sell *Ida* during which she was laid up or leased out.

By the end of the 1895-6 season, *Mahaki* was still firmly in charge of the 2½-raters and *Moana* of the 5-raters.

For the 1896-7 season Logan Bros produced two 2½-raters/30-foot Linear Raters, first in September 1896 *Thistle*, a yawl rigged clipper-bowed 2½-rater for Capt. James Kennedy of Putiki Bay, but she raced rarely. Their principal offering that November was *Windward* for dentist H.F. Windsor. The aggressive yachtsman C.P. Murdoch now owned *Zinita* and had tweaked her to give the new Logan boats a run for their money. Another steel 2½-rater, *Isafrael*, was built by Tom Bach, but rarely raced.

No new 5-raters/36-foot Linear Raters were built in Auckland this season except for *Uira*, built by C. & W. Bailey for Melbourne, and shipped on the *Tarawera* in October 1896, accompanied by Charles Jr. Her significance is that she was the first yacht built in New Zealand for export since Robert Logan's *Akarana* in 1888 and was the first of a flood of Bailey- and Logan-built raters, both new and secondhand, that were exported to Australia over the next 10 years. Those years of building rigidly to the northern hemisphere rating rules were paying off.

The 1897-8 season was the usual Bailey v. Logan head-to-head clash. Logan Bros' new 30-footer was *Kotiri* for Percy Dufaur, while the Bailey brothers came out with *Meteor* for Harry Pittar, another Auckland dentist, a man with a great entrepreneurial streak. Both yachts rated exactly 30 feet, both had English sails and their conception and birth were the prime topics of discussion around the waterfront. *The New Zealand*

*Kotiri.*

*Meteor* sailing on Sydney Harbour in 1900.

**MISS AN ISSUE?**

**REVISIT HAROLD KIDD'S VINTAGE VIEW RATERS STORIES PART I AND PART II HERE**

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*Herald* reported, "feeling is running high regarding the sailing qualities of *Kotiri* and *Meteor*…a good amount of money is ventured on both boats." They clashed for the first time in the Ponsonby Regatta of December 6, 1897, when *Meteor* won and *Kotiri* was third.

A match race for £25 a side was arranged for the following weekend. Hundreds of pounds in bets were placed with the bookies. *Kotiri* was sailed by Jock Logan and *Meteor* by John Kissling. In a race that stopped the city and was dissected over and again in the press for the next 20 years, *Meteor* won by 54 seconds. The *Herald* said it had been the greatest "go" ever seen on the harbour.

Logan Bros made frantic alterations to *Kotiri*, but to no avail. The Baileys' *Meteor* was unstoppable. She won hands down again in the January 1898 Auckland Anniversary Regatta, trouncing the Logans' *Kotiri, Windward* and *Mahaki*. Pittar announced a few days later that he was taking her to Sydney. By early April *Meteor* had cleaned up every 30-footer racing in Sydney. BNZ

**NEXT MONTH** In the next issue I will introduce Arch Logan's masterpieces the 42-foot Linear Rater *Thelma* launched a few days after *Kotiri* and the 36-foot Linear Rater *Rainbow*, launched in November 1898. *Rainbow* immediately eclipsed all other New Zealand yachts of her class like *Moana, Thetis* and *Ida*.

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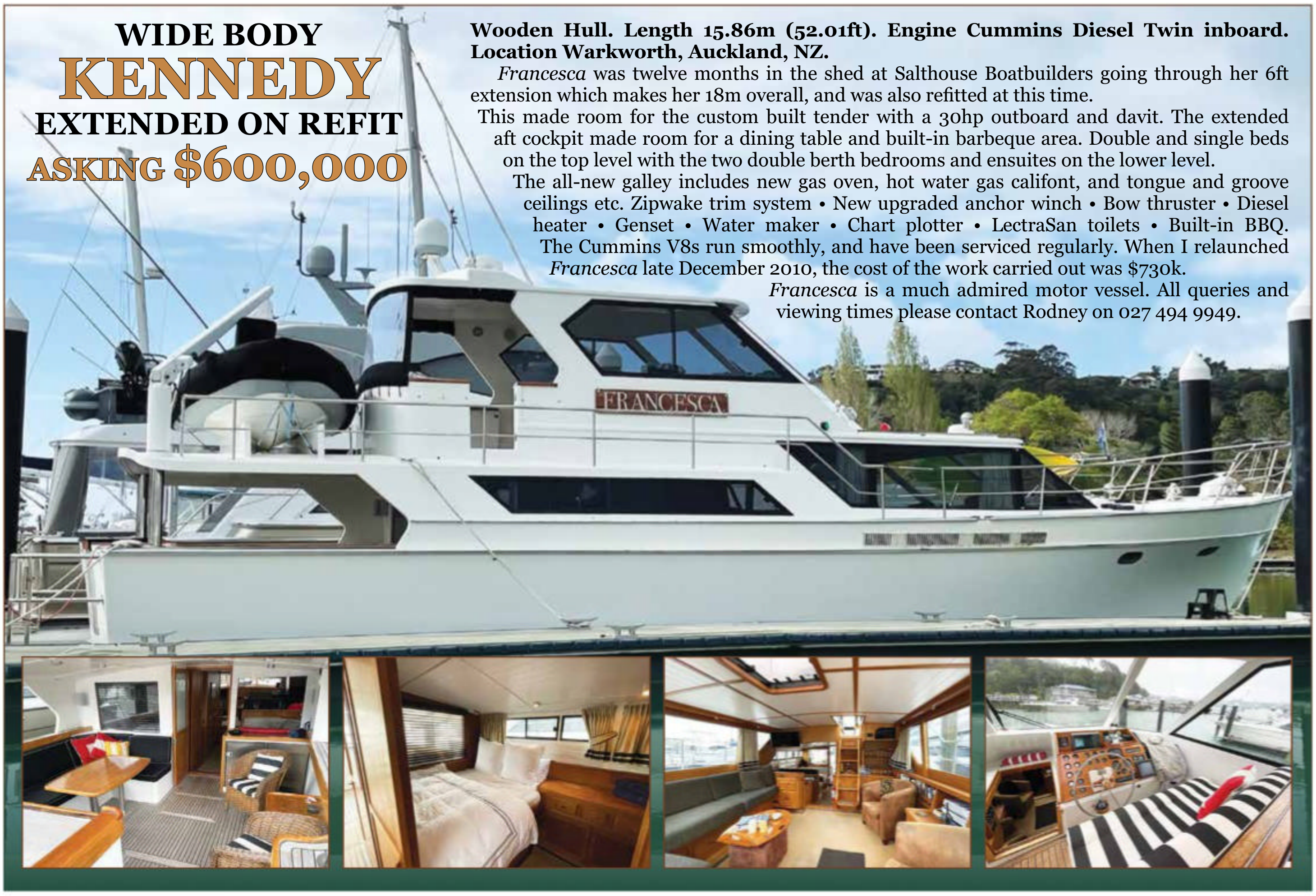

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*Francesca* is a much admired motor vessel. All queries and viewing times please contact Rodney on 027 494 9949.

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- Powered by twin 230hp Volvo stern drives giving 18-20 knot cruise and about 25 knot top speed run about 2400 hours, GRP construction, 13m (loa) 4.24m beam, 1.09m draft, 3 cabin 2 bathroom layout, tender & outboard, 1000L fuel, 1000L fresh water. *"Possibly one of the best examples of this popular Formula 4000 we have seen".*

### SALAH 40 YACHT (1983) ASKING $150,000

- 12.04m (LOA), 3.35m beam, 1.6m draft, about 10.4 tonne GRP hull construction, built by Salthouse, designed by Laurent Giles. All rigging surveyed about November 24, extensive wardrobe of sails. 70hp Ford, 680L fuel, 454L fresh water, 2 cabin layout. *"Here is a quality sea going yacht well maintained".*

VIEW ON TBS SALES BERTH

### OLIVER ROYALE 370 (2006) ASKING $375,000

- Powered by twin 330hp QSB Cummins on shafts run about 2300 hours, 8kva Onan genset, 1200L fuel, 380L water, twin cabins, 12.05m (loa) 4.15m beam, about 11 tonne, game rigged inc tuna tubes, Simrad electronics. *"One of the last NZ built Oliver 370's well maintained and cared for".*

### CARIBBEAN 2400 (2022) ASKING $269,000

- Powered by Mercury Verado 400hp run only about 60 hrs, 450L fuel, 110L fresh water, 8m (loa) 2.70m beam, dry trailered weight about 3,250 kgs, Zipwake trim tabs, 16" Simrad display, TM275 transducer, drum anchor winch 130m, U-DEK flooring, Premium Easy Tow brand trailer. *"The Caribbean 2400 is a beast. This 2400 is still like new. Trades considered up or down".*

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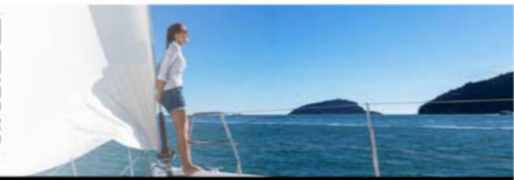

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**BENETEAU ANTARES 13.8M – 2003.** Fabulous three-cabin GRP family gulf cruiser powered by twin low-hour TAMD75EDC Volvo 480hp diesels on shafts. Great layout with island dbl and ensuite, 2nd double cabin and twin single with day head and shower. **Asking $395,000.**

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**SALTHOUSE SOVEREIGN 16M – 2004.** Wide body GRP Salthouse design and build. Powered by twin Volvo 480hp diesels. Luxury high quality teak interior with three staterooms. Set up for game fishing. **Asking $850,000.**

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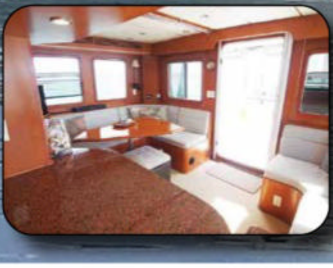

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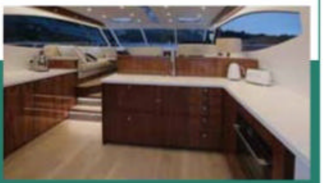

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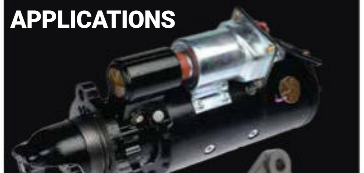

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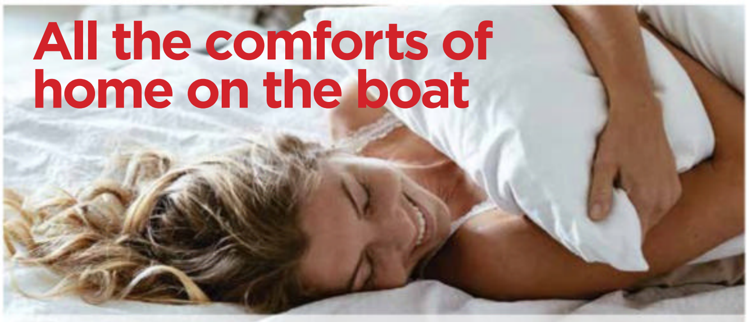

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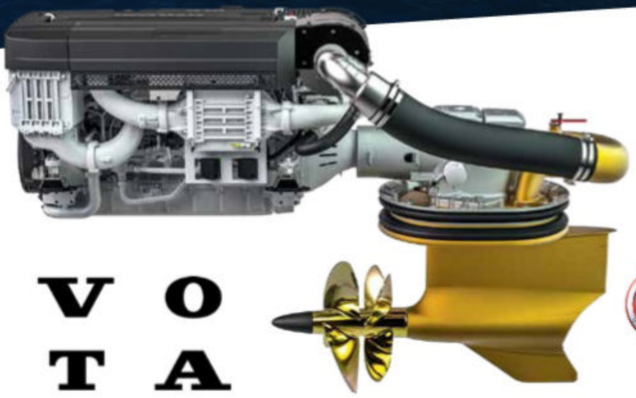

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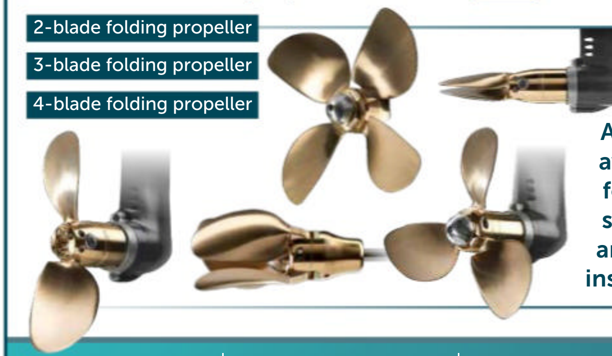

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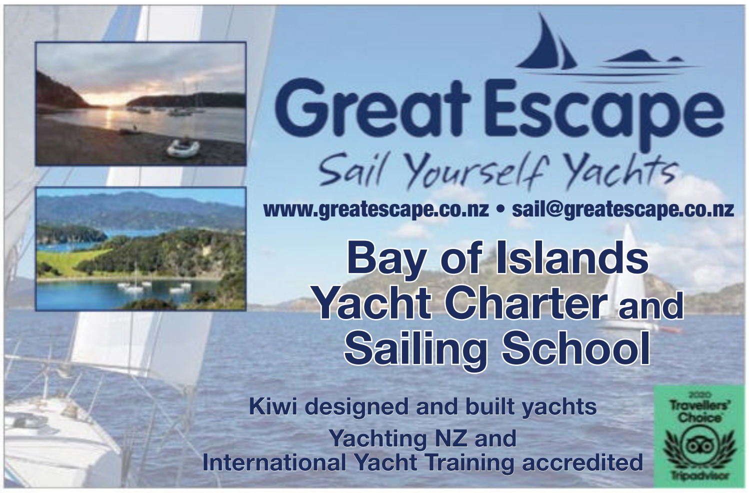

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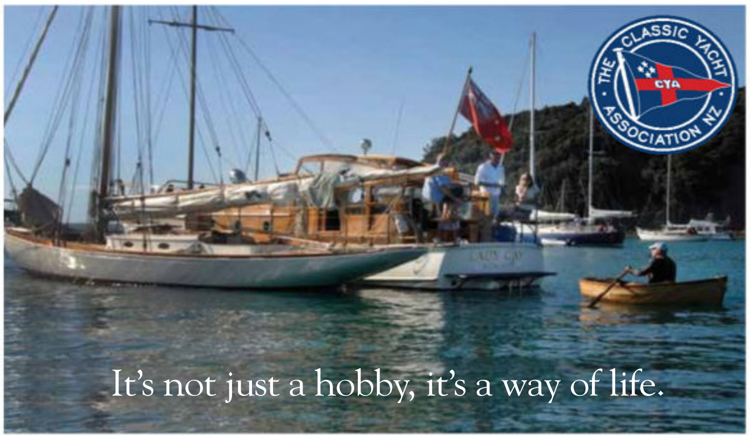

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